SIXTH ANNUAL REPORT

FROM

THE BOARD OF PUBLIC WORKS IN IRELAND.

Ordered, by The House of Commons, *to be Printed,* 11 *June* 1838.

TO THE LORDS COMMISSIONERS OF HER MAJESTY'S TREASURY,
&c. &c. &c.

MAY IT PLEASE YOUR LORDSHIPS,

WE have the honour to forward the Report of our Proceedings for the last Year.

The different Services under our Charge comprehend,

I.—Loans and Grants for Public Works.
II.—The Collection of Repayments of old Loans.
III.—Inland Navigation.
IV.—Fisheries.
V.—Roads and Bridges.
VI.—The Public Buildings in Dublin and Phœnix Park.
VII.—Dunmore Harbour.
VIII.—Kingstown Harbour.
IX.—Howth Harbour.
X.—Lunatic Asylums.

In treating of these Services we will not scruple to repeat calculations, and even expressions, that we have employed in former Reports, if it should appear desirable for better explanation, in preference to making reference to those documents.

I.—LOANS AND GRANTS FOR PUBLIC WORKS.

THE state of all the Loans and Grants made, or under consideration, will be found in the Appendix.

Loans.

The sums which have been applicable to the Loans are,

	£.
1st. Originally appropriated by the Act of 1 & 2 Will. 4, c. 33 - - - - -	500,000
2d. Exchequer Bills paid off by monies received in repayment of principal up to 31st December 1837, the amount of which is considered to be re-issuable under the 60th section of the 1st & 2d Will. 4, c. 33 -	120,700
3d. Additional sum appropriated by the Act of 6 & 7 Will. 4, c. 108 - - - -	100,000
Making a Total of - - - £.	720,700

Printed image digitised by the University of Southampton Library Digitisation Unit

	£.	s.	d.
Loans which have been sanctioned up to 31st December 1837, amount to - - - - - - - - - £.	627,678	-	-
Issued in Exchequer Bills up to 31st December 1837, on account of the above Loans - - - - - - -	509,100	-	-
Exchequer Bills of the above issue which have been paid off up to 31st December 1837 - - - - - - -	204,150	-	-
Exchequer Bills on same account now outstanding - £.	304,950	-	-
Interest paid by Government on Exchequer Bills to 10th October 1837 - - - - - - - - -	34,086	5	6
Interest received up to 10th October 1837 - - - -	36,102	15	8
Profit realized on Interest - - - - £.	2,016	10	2

The return of principal, in reduction of the Loans made, may be expected to produce about 40,000 *l.* per annum, on a calculation that the repayments are completed on an average in 15 years, and the outstanding aggregate amount for Loans to be 600,000 *l.*

	£.	s.	d.
Deducting, from the amount of Funds available for these advances - - - - - - - - - - -	720,700	-	-
The amount for Loans which have been finally approved -	627,678	-	-
It will be perceived that the difference - - - - £.	93,022	-	-

is the amount now disposable for this service, and a prospect of perhaps 40,000*l.* coming in each year from the repayments.

Applications for advances to the amount of 5,750 *l.* have been recommended, and are now awaiting your Lordships' decision, and we have before us others to a much larger amount than the above-mentioned resources will meet, and which consequently cannot be sanctioned, even if otherwise possessed of every requisite entitling them to support, under the provisions of the Public Works Act.

It is for your Lordships' consideration whether any additional provision should be proposed in order to effect a continuance, without interruption, of a resource for the promotion of Public Works which we can confidently assert has been productive of great benefit to Ireland.

There is one class of Loans which are extremely difficult to regulate in a satisfactory manner. It is the one by which we find our responsibility compromised more than in any other service; that is, the class for advances which are allowed to be made for the entire expenditure on works of improvement; the sole security being the tolls and revenue which the establishment thus to be raised is to produce.

The operations are under the sanction of Acts of Parliament, and the management vested usually in a numerous body of local commissioners, who act gratuitously and without responsibility.

The object being to improve the particular place or district, by an immediate and large outlay of public money, it becomes the very natural desire of the local commissioners to increase that outlay to the utmost, without their feeling any very great anxiety as to the value of a security which is attended with no risk whatever to themselves, or to the community for whom they act.

Consequently, in considering applications under this system, the Board has to contend with low estimates for the expenditure, and exaggerated calculations of anticipated revenue for the receipts; essential objects for rendering the establishment entirely available are omitted in the calculations, perhaps not intentionally, till the Government be thoroughly embarked in the undertaking, and it is then sometimes brought forward, and even strongly urged, that unless a further

Printed image digitised by the University of Southampton Library Digitisation Unit

further expenditure be incurred the preceding outlay will be useless and make no return.

It is impossible that a rapid investigation, such as an engineer employed by the Board must make, or any extent of consideration by the Commissioners themselves, can guard against errors arising from these causes; nor is it possible for the distant control and occasional inspection by the Board and their officers to enforce economy and prevent injudicious management in the execution of the Works; inconveniences which will be the natural consequence of the charge being in the hands of a body very little accustomed to such business.

The practical effect is, that the working of this class of Loans is usually unsatisfactory, and not to be compared with those where capital is advanced by parties in conjunction with aid from the public. In this latter case every person has a direct interest in a strict system of management and a faithful account of the whole operatiou.

We do not mean to aver that many of the Works above described may not be of much public benefit, and greatly deserving of encouragement; but if the public ought to contribute towards them, it would be preferable that it should be in a more open and direct manner, and not by a species of subterfuge, seeking virtually for grants under the ostensible name of Loans, and it is submitted that no private parties or local bodies should have the expenditure of public money unless they have an interest in the due management of the funds, and in the punctuality of fulfilling the engagements more direct than the small and remote consideration of the prospective dues and tolls.

GRANTS.

In our last year's statement, we reported that the original Grant Fund of 50,000 *l.* was then nearly exhausted.

During the succeeding session another 50,000 *l.* was provided for the same objects by the Act of 1 Victoria, c. 21, the principal part of which additional fund is now nearly engaged.

The causes of the more rapid distribution of this sum are,—

1. A provision to be made from it of 10,000 *l.* towards the rebuilding of the bridge over the Shannon at Portumna, under the Act of 4 & 5 Will. 4, c. 61.

2. A greater demand on this fund arising from the experience of the good effects derived from its preceding application, notwithstanding that your Lordships have enforced more strictly the demand of private contributions in aid (in addition to county presentments), where distinct private benefits are clearly anticipated from the operation.

3. An unusual recourse had to this fund to relieve the distress which existed among the labouring classes, in many districts, owing to the failure of the potatoe crop last year.

The object to which this fund almost entirely contributes, is to the construction of roads through districts capable of great improvement, but from which they are shut out for want of carriage communication, and where such improved communication, without this public aid, would very rarely be executed.

The effects of the provision thus applied are rapid and striking. The outlay must be in all cases at least double the amount of the Grant, and nearly the whole laid out in labour, where labour is most wanted, that is, among the poorest of the Irish population.

By these new communications the whole district acquires a character of productive industry, entirely differing from its former desolate state; small branch roads are made by the people themselves, and profitable cultivation is extended on every side into the recesses of the desert.

We have frequently quoted reports made by our officers of the great benefits which the country and the public interests have derived from the construction of these roads; we now submit an extract from a statement made to us by a very

Pnnted image digitised by the University of Southampton Library Digitisation Unit

very intelligent, public-spirited, resident gentleman, of considerable landed property in the county of Clare, who is perfectly independent of the Government service.

Speaking of the Grant Roads (consisting of about 100 miles) in his own county, he says:

"Communications have been effected between large towns, through mountain districts, whereby the distance will be in each case shortened; and in which districts, previous to the construction of these roads, no wheel carriage of any sort could be used.

"The immediate effect has been to excite the minds of the people to the pursuits of honest industry; they can now bring lime into the mountains, and they can carry produce out of them.

"Illicit distillation has been checked; first, by a market being opened for the sale of grain; and, secondly, by the facilities afforded to the revenue officers in their search for private stills: the consequent benefit, in a moral point of view, is immense.

"The soil of the mountain districts having been hitherto unworked, has been found, by burning and liming, to produce potatoes in such abundance, and of such excellent quality, that very large quantities have been taken from the neighbourhood of Loughgraney (the part most known to the writer) to the county Limerick, the excellence of the roads making the transport easy; thus the deficiency of food in some parts of the country has been made good by the superabundant crops in these mountains.

"Gentlemen who before never could reach their properties in these districts, are now led to visit and reside on them, and form plans for their improvement.

"In the execution of these roads, the resources of the country have been developed; quarries of stone fit for building, of slate, and of limestone, have been discovered, which will be of incalculable advantage in the improvement of the country, and in thus stimulating the industry of the inhabitants.

"Already have the Waste-land Company taken one tract, and four proprietors of land in the neighbourhood of Loughgraney and Lough Derg have set on foot agricultural improvements on an extensive scale.

"These mountains can no longer be the refuge of the murderer and outlaw. The police can perambulate them to a great extent.

"In a few years, the lands will contribute to the county-rates, and thus repay fully the sums assessed for their formation, while the Government will be amply indemnified by the improved habits of the people, and the growing consumption of exciseable commodities."

With reference to what may still be done, he adds:

"In the range of country westward of Lough Derg, and north of Feakle, there is comprised a space of at least 200 square miles; the land, though mountainous, is, generally speaking, susceptible of great improvement. To suffer it to lie waste, or to remain, as it were, a den for miscreants of all sorts, is not only to neglect a vast resource for profitable employment of the people, but also to endanger the security of property in the already cultivated districts; and when it is affirmed (as it may with great truth,) that where the new roads have been completed, the minds of the people have been turned to habits of honest industry, enough has been said to prove not merely the utility, but it may almost be said, the absolute necessity for them."

Another independent gentleman, who is actively engaged in a very judicious liberal system of extensive improvements, states, that since the recent completion of two of these roads "illicit distillation, and all its attendant train of degrading consequences, have been virtually abolished in the Woodford district, once so celebrated in that line; a daily corn-market has arisen on its ashes.

"The manners of the peasants and their habits of life are improved, from their being brought into frequent and immediate contact with the civilized inhabitants of the parts of the country more advanced; and thus the extraordinary superstitions, which heretofore prevailed amongst the mountains to an extent which would hardly be credited, are daily disappearing.

"The

Printed image digitised by the University of Southampton Library Digitisation Unit

"The value of landed property is considerably increased, and in some cases may be said to be created."

The above are related of one district, but they present a correct picture of great parts of Galway, Mayo, Donegal, and other remote parts of Ireland, where similar improvements have been made, at a public expense of insignificant amount compared to the benefit obtained.

In one of our early reports we estimated the average cost of roads per mile as likely to be about 500 *l.* or 600 *l.*, which we find to be near the truth. In investigating the expense of about 206 miles of road undertaken by this Board in different parts of the country, which have been either wholly finished, contracted for, or nearly completed, we find the gross outlay gives an average of 556 *l.* per mile. In this number, however, are included two roads of considerable extent, attended with much difficulty of construction, and which, if omitted, would give an average under 400 *l.* a mile for the remainder; but as that would be below a fair average, we consider 500 *l.* per mile might be calculated upon prospectively as quite sufficient, taking them in the mass.

By the Act of Victoria, c. 21, above referred to, power was given to Baronial Road Sessions to memorial the Lord Lieutenant for the construction of any work coming under the conditions for which a grant might be contributed under the Public Works Act, and for which the magistrates and cess-payers were willing to be assessed for a portion of the expense; and after investigation by the Board, his Excellency might, on our report, recommend the Lords of the Treasury to grant one moiety of the estimate, the other to be subsequently repaid by instalments levied off the district or county, as the grand jury should then direct.

The result was, a considerable number of applications for works of much public utility, and requiring a very large outlay, particularly from the half barony of Erris, in the county of Mayo.

The Grant Fund, however, running very low, and the particular occasion of much local distress, arising from the failure of the potatoe crop, having passed away, but a very small number of applications, under that especial provision, were acted upon; many more of the cases, however, were investigated, and the whole were more or less under consideration.

Such a provision may be turned to useful account under repetition of the same distressing circumstances, to which many parts of Ireland, particularly on the western coast, are unfortunately too liable.

It might also be of avail, as a resource, to enable remote districts to obtain the execution of works much wanted, but which at present are frequently neglected, although it is manifest that, upon such a construction of the Act, the applications for grants would be greatly increased.

We have so frequently enlarged on the great benefits resulting from opening communications through waste districts capable of much improvement, that we have hesitated in alluding again to a subject that must be evident to any common understanding; but we are so convinced of the necessity and policy of endeavouring, by every reasonable means, to induce those landed proprietors, who either from apathy, non-residence, or other causes, have hitherto neglected to come forward and take advantage of the aid afforded by Parliament, to endeavour to improve those districts which are periodically subject to famine, that we venture to occupy your Lordships' attention in some further observations. Although the applications for grants from grand juries have been for works, such as come within the provision of the Public Works Act, still, generally speaking, the presentments have not been for roads in those parts of the counties most requiring assistance; this may partly be attributed to the absence from the grand juries of landed proprietors of influence who should represent them. Under the Act of last session, before alluded to, the cess-payers and magistrates in the poorer districts, especially in the barony of Erris, county Mayo, taking advantage of the power given to them in that Act, put forward claims to the Lord Lieutenant for aid to assist in carrying into execution some most useful and important works, for the moiety of the cost of which they were willing to be taxed; and as far as we had entered into the investiga-

Printed image digitised by the University of Southampton Library Digitisation Unit

tion before a stop was put to the working of that Act, we had every reason to think that we should be able to recommend them to the favourable consideration of the Government.

In alluding to the half barony of Erris, we perhaps could not have mentioned a fitter subject to exemplify the neglected state of some parts of this country; a sketch of it, and a portion of the adjoining barony of Tyrawly, accompanies this report. Mr. Brett, the county surveyor, has furnished us with some valuable information connected with the state of this barony, of which we send some extracts.

"Erris from north to south extends about 29 miles, and from east to west about 23 miles, containing about 230,016 acres; of those 34,664 acres are under tillage and pasture; 184,013 acres mountain and bog, all capable of being highly improved; the remainder lakes and high mountainous tracts."

"Though Erris is remarked only as a 'half barony,' it is larger than some counties in Ireland, but is so deeply indented by bays, creeks, and inlets, that no point in it is more than six miles from the sea."

"It is intersected by several rivers and streams, the available water power of which, though sufficient to work the machinery of 250 mills, even in the driest season, flows uselessly to the ocean, affording no other advantage than the turning of a rude and solitary tuck-mill on the Owen-more, and a still more wretched contrivance for bruising illicit malt on a stream in Ballycroy."

"Erris contains a line of sheltered or embayed sea-coast, of no less extent than 216 British miles, comprising a water surface of 53,000 acres; thus affording anchorage for a space of 84 square miles."

"The deep sea fishing banks off Erris are well known; they extend (at various distances) from the Stags of Broadhaven to Boffin and Arran; swarming with fish of every kind, especially cod and ling."

"It is much to be deplored that this inexhaustible source of national wealth is almost entirely neglected; at this time there is not a single wherry or fishing-smack in the entire barony; and all the fish taken by small boats and curraghs, scarcely suffices for domestic consumption."

"The soil of Erris with ordinary cultivation yields excellent crops; Erris oats bring an advance of from 2*d.* to 4*d.* in the 45 lbs. in the English and Scotch markets; its beef and mutton are greatly prized; the breed of horses, though small, is serviceable, and the number of pigs annually driven out of it by jobbers from the interior is prodigious. The climate is variable, but mild, and the inhabitants appear equally healthful as those of any other district of Mayo."

"The population at present amounts to 24,000 souls; three-eighths of the entire reside within the Mullet, and the other five-eighths are chiefly to be found upon or near to the shores of Blacksod and Broadhaven, or along the banks of the rivers; for every individual within its limits there are at least five and a half acres of available land, or about 33 for every family; it is clear, therefore, that Erris, instead of being overpeopled, as has been erroneously supposed by many intelligent persons, affords ample room for extensive colonization."

"But notwithstanding all its natural advantages of soil, climate, and situation, its magnificent bays and valuable rivers, its inexhaustible fisheries and various other resources, Erris, until within the last 20 years, was little known and less valued as an object of national importance, owing to the vast tract of bog and chain of mountains which intervened between its inhabited parts and the interior of Mayo, and through which there was no road; it was quite inaccessible by land, except to pedestrians, until the year 1824, when the road from Castlebar to Belmullet was completed, by which this *terra incognita* was opened to the British public. It was then for the first time that a wheeled vehicle penetrated to Belmullet, and that travellers by land could proceed thither with convenience or safety."

Mr. Brett also states, that although much has been done to improve the district by opening the Government roads, still much is required to be done; a vast extent of the county is yet excluded from intercourse by land with the grain market; and the inhabitants are obliged to have recourse to illicit distillation

Printed image digitised by the University of Southampton Library Digitisation Unit

lation to meet the demands of their landlords, for they have no other means of converting their grain into money, or of rendering it portable for transport over the mountains; and by reference to the map it will be seen, that on the borders of Erris and Tyrawly there are districts exceeding 10 miles square, in which there are no roads that can be travelled by a wheeled carriage. The dotted lines show the general direction in which roads might be most beneficially made (in the opinion of the county surveyor) for the improvement of the county.

In carrying on the Government Works in this barony, we have found the people most anxious for employment, although having much to learn to turn their labour to the best account, from having been hitherto shut out from all communicaton with the more civilized parts of the county. Mr. Brett further states, that

"Since the year 1824, when the main road was opened for carriages, the improvement in trade has rapidly progressed. When the first post-office was established in Erris in 1820, its revenue scarcely sufficed to pay the postman; in 1835 it cleared 130 *l.* over all expenses, and now in 1838 it amounts to near 500 *l.* Twelve years ago Belmullet contained but three cabins; it is now a neat and bustling place of business, with corn stores, shops, hotels, and all the other appendages of a rising and prosperous seaport, containing 185 houses, 31 of which have been built in the last three years, with a population of about 900.

"The annual amount of exports and imports for the last three years is as follows; viz.

Exports in 1835,	800 tons of oats,	barley,	rye,	and	salt hides.	
— 1836,	940 -	ditto	-	ditto	-	ditto.
— 1837,	1200 -	ditto	-	ditto	-	ditto.

"The present annual trade of Erris exceeds in value 20,000 *l.*, and if illicit distillation were put down, the fisheries encouraged, and the country sufficiently opened by roads, so as to give the inhabitants a facility of intercourse with the towns and with each other, the present trade would, in my opinion, increase beyond the most sanguine expectations."

"The country along the main Erris road, from the boundary as far as Binghamstown, has assumed a new character; the old houses have been improved, 171 have been built within the last five years, fences have been made, wastes have been enclosed, and about 360 acres have been brought into cultivation within the same period. In the immediate neighbourhood of Belmullet the improvements in reclamation, &c. have been truly striking, 300 acres being rendered fully productive in the last three years within a circuit of two miles. Carts are everywhere to be met with on the roads and in the adjoining villages; there are in the town of Belmullet 20 carts, and 47 along the main Erris road."

"The opening of the North Coast Road, through Glenamoy to Ballycastle (only lately finished), has already commenced to have a most beneficial influence in the hitherto wild district through which it passes; since its opening 10 carts have been established on this line, 52 houses have been built along it within the last five years, and near 100 acres reclaimed in the same period.

"The inhabitants along this line, and the other thoroughfares, seem intent on advancing their interests by industry and good conduct, while those who are excluded from these advantages, are rather declining than advancing in the scale of improvement, inasmuch as they turn into illicit whiskey the grain which they would bring to market if they were not prevented by the want of roads.

"With respect to the labouring classes, their condition, generally speaking, has been bettered wherever the construction of roads or other public improvements has taken place, yet there are some counteracting circumstances, such as periodical famines, their lack of enterprize, &c., which still very much retard their advancement.

"The construction of a new line of road from Bealaveeny Bridge, in Ballycroy, to Bangor, thence to the north coast road at Bealinabuy, and onwards to the

Printed image digitised by the University of Southampton Library Digitisation Unit

ferry on the Greyhound River, by which the country would be intersected from north to south, for a distance of 25 miles, would effect immense improvement; it would thus intersect the Main Erris Road and North Coast Line; afford general intercourse from Erris to Newport, Westport and Achil, on the south, and to Ballycastle, Kilalla, and Tyrawly generally on the north; it would also serve as a main line of communication (from which branches could be readily made) to Kilcommon, Doonkeeghan, Inver, the Glengads, &c., the inhabitants of which have no means whatever of getting to fairs or markets by land, except across bogs and rivers, which are frequently impassable on account of floods, whereby persons are often obliged to remain for days together at one side of a river before they can cross, of course at great inconvenience and loss.

"The probable expense of the entire of this road would be about 8,000 *l.* I have no hesitation in stating that this outlay would produce most beneficial results, both in the reclamation of land, and affording the facilities above stated."

We have entered more fully on this subject than we had at first intended, and have endeavoured to lay before your Lordships such a view of this part of Mayo, as to show the present improved state of the immediate vicinity of the existing lines of road that were made by votes of Parliament, and the opposite side of the picture, where the country remains in the same neglected condition as when first reported on by the late Mr. Nimmo previous to his commencing the Government works there; we wish that we could omit high rents, as one of the causes tending to retard the improvement of Erris, but from the information that has reached us, we fear we cannot do so in justice.

As it is of the utmost importance that every assistance should be given to facilitate employment at this present time, when a system of poor laws is about to be introduced into this country; and as it appears to us that any such measure may be retarded in its establishment, and rendered difficult of operation in certain parts of Mayo, Donegal, and other places, by the difficulty of carrying its provisions into effect in a country comprising large tracts of impassable wastes, such as we have before described; we beg leave to suggest to your Lordships the necessity of allowing magistrates and cess-payers at sessions to continue to exercise the powers given to them by the 1st Victoria, by presenting for useful public works without the intervention of the grand juries, or that some public department should be authorized to originate works that appear requisite to facilitate communication through the country, where the grand juries and landed proprietors neglect to do so, provided that such works only should be undertaken as come within the provision and meaning of the sections in the Public Works Acts, regulating the circumstances under which grants should be made; we further beg leave to urge on your Lordships the propriety of placing additional grant funds at our disposal, as probably after the next assizes the present balance will be exhausted.

Having alluded to the proposed introduction of a poor law in Ireland, we beg to submit that whatever may be the particular nature of the provisions adopted, a prodigious change in the whole social system of the country must be the consequence, the entire effects of which it is difficult to calculate.

We apprehend, however, that nothing could tend so effectively to aid its quiet introduction, to give time to proceed gradually, and to amend the defects that in the first instance must reasonably be expected in so great a measure, as the organization of extensive operations demanding ordinary labour, previous to the law coming into force, in order that it should find the working classes fully occupied; by such proceedings the demands on the provision made for the poor would be on the smallest scale for some time, and would continue so until the new system would be under tolerable regulation.

It is manifest that this object cannot be effected without extensive support from the Legislature and active operations directed by the Government. If, therefore, such a law is to be passed during this Session, and this view be approved and sanctioned, there is no time to be lost in providing for the necessary Public Works.

Printed image digitised by the University of Southampton Library Digitisation Unit

II.—COLLECTION OF REPAYMENTS OF OLD LOANS FROM THE CONSOLIDATED FUND, UNDER THE ACT OF 57 GEO. III. AND OTHERS.

An aggregate amount of about 86,000*l.* principal and 31,000*l.* interest of these Loans has been collected since this Board has been in charge.

The Loans may be divided under two heads; one for advances to grand juries and other parties on good security; and the other for the promotion of certain works deemed of public importance, on the security of contemplated profits, which have all but entirely failed.

Of the former, only 27,000*l.* or 28,000*l.* principal remains to he liquidated, and they will be paid off in the course of about three years.

The account will subsequently show, year after year, a standing amount of principal, and a constantly accumulating amount of interest due.

III.—INLAND NAVIGATION.

Comprising portions of certain rivers and canals which, in former times, it was considered of national importance to open as water communications.

They consist, at present, of

1st. The Tyrone navigatiou of seven miles (including the river navigation) to connect a coal district with the river Blackwater and Lough Neagb.

2. The Maig, an off branch from the Lower Shannon to Adare.

3. The Upper Shannon, Lough Ree, and Lough Derg.

4. Tbe Boyne, from Slaine to Drogheda.

There were formerly others which had been created in whole, or in part, at the public expense, but which were given up by Government to advance local interests as soon as they were found to produce more than the cost of maintenance; the losing concerns alone remain, except the Boyne, which was necessarily restored to this Board in the year 1834, in consequence of the parties wbo held it (the Upper Boyne Navigation Company) not having a legal right to enforce the payment of tolls; however, the loss by the others (the excess of maintenance over produce) is but small.

The Upper Shannon is simply maintained in a passable state. This interesting line will, no doubt, before very long, be taken up under the general arrangements projecting for the wbole of that river.

The Boyne is in a progressive state of improvement; in the course of the last year many reforms and repairs have been executed upon this navigation: among them a complete reconstruction of a great portion of the lock at Oldbridge; the lower sill, wbich was composed of wood, has been taken up and rebuilt witb stone; and the chamber, which was originally floored witb plank, has heen flagged with stone, a work which was attended with considerable difficulty, in consequence of the ground being full of strong springs: it has, bowever, been effected in a substantial manner.

The estuary between this lock and the bridge of Drogheda is now the most defective part of this navigation, from the shoals which have been formed by the currents in the river; part of these have been removed in the last year, but much remains to be done both in deepening and straightening the cbannels for navigation; the importance of tbis improvement to the trade renders it one of the first objects to be carried into effect when the funds will admit of the expense being incurred.

The erection of a pair of check-gates on the Staleen level, for the purpose of counteracting a sudden rise of water in the river, is also a very desirable work. Those which have been constructed on the Broe level have perfectly answered the purpose for which they were designed.

Printed image digitised by the University of Southampton Library Digitisation Unit

IV.—FISHERIES.

We remain, as a Fishery Board, totally inoperative; a Bill, however, for regulating matters connected with the Sea Fisheries of Ireland, founded on the Report presented to Parliament last session, is in a course of preparation.

V.—ROADS AND BRIDGES.

These works, which have been originally constructed either wholly or in part at the Government expense, are maintained under the provisions of the Act 6 Geo. 4, c. 101, by monies advanced from the Consolidated Fund, the several amounts being repaid by imperative county presentments. It is a principle with this Board that they should be kept in substantial good order, and we have before us repeated testimony that they are far superior to the great mass of roads in the country.

They are precisely of the same class as has been treated of under the head of Grants, and the remarks upon the roads made with the aid of that provision, and their effects with regard to the improvement of the country, are equally applicable in this case.

The provision in the Grand Jury Act, 6 & 7 Will. 4, c. 116, s. 61, requiring us to repair roads on which Her Majesty's mails travel, on the requisition of the Postmaster-general, is in constant operation, and, as we are given to understand, with very good effect.

The Post-office department find in it a ready useful resource, as may be concluded from the circumstance that the applications for the repair of post-roads made on the part of the Postmaster-general, and acted on by this Board with the sanction of his Excellency the Lord Lieutenant, have been 52 in number; and it may be remarked that we have not met with complaints from grand juries, where we did in some degree expect it, from the compulsory nature of the enactment; but the provision has been frequently applied with the full assent of the authorities, either to remedy occasional informalities, or to counteract any exorbitant demands for contracts where there was a want of competition.

By section 102 of the Public Works Act (1 & 2 Will. 4, c. 33), the Board are authorized to undertake the repairs of turnpike trust roads by contract.

This we have done in four instances, viz.

No. 1.—Between Dublin and Mullingar - - -	51	Miles.
2.—Between Dublin and Ashbourne - -	12 ¾	—
3.—Between Dublin and Navan - - -	29	—
4.—Between Belfast and Antrim - - -	17	—

These are all in an improved state from that in which we found them, and are in very good condition, with the exception of the road from Dublin to Ashbourne, for the maintenance of which the funds at our disposal are scarcely adequate.

1. From Dublin to Mullingar, a very important outlet from the capital, being the great communication to the west of Ireland, new footpaths have been formed to a considerable extent, and those existing much improved; others are about to be commenced out of funds to be provided by the trustees, over and above the contract for repairs, a matter of great importance where so large a portion of the population are foot passengers.

The department of Woods and Forests have co-operated with the trustees of this road in a very liberal and judicious measure for opening the part immediately leading out of Dublin between Island Bridge and the village of Chapelizod, which was previously narrow, crooked, uneven, and dangerous, by straightening the irregular line of park wall, and, in so doing, adding a small width to the road, a very improved approach to the metropolis has been effected at a moderate expense.

2. The

Printed image digitised by the University of Southampton Library Digitisation Unit

2. The Ashbourne road has been undertaken by the Board at somewhat too low a rate; the thoroughfare is very great, and there are circumstances of soil, difficulty of drainage, &c. which render it more expensive to support than we had contemplated; this road besides was originally badly made; a gradual improvement has been effected, but it is too slow, and we regret that we have not the means (which it is good policy to obtain on all occasions) to put it at once into good order, and then to maintain it so.

3. The Navan road does not seem to call for any particular observation; it is in good condition, and in a state of progressive improvement.

4. The Belfast and Antrim road was very defective in its original formation; much has been effected in the last year towards its improvement, by raising the sides, and increasing the extent of the working part of the road; several drains have been constructed, and attention has been given to making the general drainage more effectual; depôts for materials have been formed at intervals along the line, and considerable improvement has been made in the footpaths, which had been in very bad condition.

We have been in communication with the trustees of several extensive turnpike trusts, with reference to proposed contracts for their maintenance; and we are now in negotiation with the trustees of the leading northern road between Dublin and Dunleer, with a view to a similar object.

VI.—THE PUBLIC BUILDINGS IN DUBLIN AND PHŒNIX PARK.

The state apartments of his Excellency the Lord Lieutenant are in a progressive state of improvement, both with regard to the buildings and furniture, and have nearly attained that point when, as far as the Board know, it is apprehended little will require to be done on the whole of this extensive range of apartments, beyond ordinary repairs, arising from annual wear and tear.

The apartments of the several household officers have also been improved, and are now generally in a good state with reference to the buildings and furniture.

The establishment for the Metropolitan police in the lower Castle-yard has been completed, and the erection of that and other buildings has greatly improved that portion of the Castle, and given it a more respectable appearance.

Little has been required at the Vice-regal Lodge in the last year, beyond the ordinary repairs for maintaining the several buildings and furniture in a habitable state, except in the gardens, the forcing-houses in which were so dilapidated as to require a gradual and general renewal.

The lodges of the chief and under secretaries have been respectably furnished, and require little beside ordinary repairs and maintenance.

The new Nisi Prius and Rolls Courts have been completed and opened: the Law Library only remains to be finished, to perfect this important addition to the Law Courts; the building for the accommodation of the solicitors and the bar (the cost of which is to be defrayed from the funds of the Benchers of the King's Inns) has been commenced, and is carried to the height of the principal floor; the foundations for the Courts for the Bankruptcy Judges, and for offices for the Masters of Chancery, adjoining the solicitors' buildings, are being proceeded with, and will form the eastern wing of the proposed additions, which have been long required to afford necessary accommodation.

The courts, chambers, offices, &c. of this large establishment have within the last three or four years undergone a complete reform and repair, affording increased accommodation, so as to render them more suitable and convenient for the extensive duties performed there.

An important advantage has been obtained in the last year both with regard to the insulation of the courts and the improvement of the several offices on the western front, in the increase of light and air, by the removal of the houses in Morgan-place, which have been purchased and taken down on that side of the courts, pursuant to a recommendation made several years since by the Commissioners of Public Records, chiefly with a view to security from conflagration.

Printed image digitised by the University of Southampton Library Digitisation Unit

VII.—DUNMORE HARBOUR.

The sea pavement has been advanced within about 20 feet of the circular work of the Pier-head; the progress of this work has been much retarded by the difficulty of procuring blocks of suitable dimensions, the material produced in working the quarries in the neighbourhood being for the greater part of a size quite unfit to be applied in a structure intended to resist the wind and sea in such an exposed situation.

VIII.—KINGSTOWN HARBOUR.

We annex the usual Return of the vessels that have frequented this Harbour during the last year; every succeeding year shows an increase of its utility.

In addition to the corresponding numbers for the year 1836, we have added those of 1833, 1834 and 1835, which will render its increasing utility more apparent.

It will be perceived by the headings that one important feature in its application has been as a Port of shelter and refuge; to protect vessels from the wear and tear, if not the dangers of exposure to tempestuous weather, and serving as a secure station to others waiting for favourable winds and tides, without the necessity of retracing their way to the ports from which they originally sailed.

A contract has been closed for casing the Pier-heads in a permanent manner, and some very necessary improvements are in contemplation in the interior, for the accommodation of traders and packets.

A Bill has been prepared, which it is trusted may meet the sanction of the Legislature, to remove an inconvenience to which the trade was subjected, from doubt as to whether under the Acts now in force, Kingstown Harbour is not separated from the Port of Dublin, by which the vessels discharging or taking in portions of their cargo at each become liable to double dues.

It would be injudicious as well as vexatious to continue such a provision.

IX.—HOWTH HARBOUR.

The works have been limited to ordinary repairs of a very small extent, and the maintenance of the buoys for the purposes of the Harbour, which has latterly been much frequented as a place of rendezvous by vessels prosecuting the Channel fishery.

The road from Dublin to Howth, about nine statute miles in length, has been maintained by this Board with funds provided by the Trustees of the Malahide Turnpike Road, and the Grand Jury of the County of the City of Dublin, agreeably to the provisions of the Act of Parliament 6 & 7 Will. 4, c. 35.

X.—LUNATIC ASYLUMS.

Under the orders of the Lord Lieutenant in Council, inquisitions were held in the preceding year, and purchases made of additional ground for the recreation and employment of the patients in the Asylums of the Limerick and Belfast Districts, and the Richmond Lunatic Asylum at Dublin; the walls and other constructions necessary for enclosing and securing these premises respectively have been brought to completion.

We have the honour to be,
Your Lordships' most obedient humble servants,

J. F. BURGOYNE.
BROOK T. OTTLEY.
J. RADCLIFF.

Office of Public Works, Dublin,
26 March 1838.

Printed image digitised by the University of Southampton Library Digitisation Unit

APPENDIX.

GENERAL MEMORANDUM.

	£.	s.	d.
The Total Loan Fund under 1 & 2 Will. 4, c. 33 - - - - - - £.	500,000	–	–
Fund provided by Act 6 & 7 Will. 4, s. 108 - - - - - - - -	100,000	–	–
Add amount of Exchequer Bills paid off by monies received in repayment of principal, and which is applicable to new Loans - - - - - - -	120,700	–	–
£.	720,700	–	–
From which deduct amount of loans sanctioned, which have been acted on, as per annexed Return - - - - - - - - - - - - - -	627,678	–	–
Total of Loan Fund, 1 January 1838 - - - -	93,022	–	–

	£.	s.	d.
The Total Grant Fund under 1 & 2 Will. 4, c. 33 - - - - - - -	50,000	–	–
Additional Fund provided by 1 Victoria, c. 21 - - - - - - - -	50,000	–	–
£.	100,000	–	–
From which deduct net amount of grants, sanctioned and acted upon - -	87,450	16	3
Balance of Grant Fund, 1 January 1838 * - - £.	12,549	3	9

Henry R. Paine, Secretary.

* This balance is liable to the sum of 5,750*l.*, the amount of a Grant under the consideration of the Lords of Her Majesty's Treasury; and it may be expected that some of the applications under 1 Victoria, cap. 21, which have been suspended by their Lordships' order, the occasion of distress having passed away, will be brought forward in the ordinary course of road sessions and presentment.

RETURN of Vessels which have frequented *Kingstown Harbour*, in each Year from 1833 to 1837, both included.

	1833.		1834.		1835.		1836.		1837.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Vessels which have cleared out from an English, Irish, Scotch, or foreign port, and bound to an Irish port, (not including Dublin,) wind bound, or taking shelter - - - - -	218	17,565	245	17,681	201	19,777	247	18,230	250	16,805
Vessels which have cleared out from an English, Scotch, or foreign port, bound to England or Scotland, wind bound, or taking shelter - - -	89	8,785	73	7,708	135	15,723	130	12,513	98	10,681
Vessels trading to or from the port of Dublin, waiting for wind or tide - - -	946	136,713	1,054	156,945	1,264	176,385	1,346	203,796	1,334	197,849
Revenue cruizers and men-of-war - - - - - -	14	- - -	30	- - -	57	- - -	63	- - -	71	—
Vessels from Irish ports to English, Scotch, or foreign ports, taking shelter, or wind bound	140	11,530	143	11,949	143	11,007	149	9,966	161	10,889
Vessels from English and Scotch to foreign ports, taking shelter, or wind bound - - -	24	2,235	36	4,924	52	7,497	27	4,201	30	3,930
Vessels from a foreign port to a foreign port, seeking shelter -	- -	- - -	- -	- - -	- -	- - -	1	205	- -	—
Vessels to Kingstown or the old harbour of Dunleary - -	62	7,324	118	14,098	115	13,893	107	12,892	150	27,032
Totals - - -	1,493	185,152	1,699	213,305	2,057	244,282	2,070	261,803	2,094	267,186

This Return does not include the Post-office packets.

(signed) *R. Tully*, Acting Harbour-master.

Note.—This Return has been made up from the annual accounts of the harbour-master, Lieutenant Hutchison, R. N., who has been seriously wounded by an accident, which occurred in the discharge of his public duty, while engaged in bringing a vessel into harbour in a gale of wind, under circumstances of much difficulty.

H. R. P., Secretary.

Printed image digitised by the University of Southampton Library Digitisation Unit

STATEMENT of the several GRANTS made by the COMMISSIONERS of PUBLIC WORKS in *Ireland*, pursuant to the provisions of the Act 1 & 2 Will 4, c. 33, up to the 1st of January 1838

No	OBJECT.	AMOUNT of Grant Sanctioned. £	s.	d.	AMOUNT issued on Accounts of such Grant £	s.	d.	STATE AND PROGRESS OF WORKS.
1	To complete fishery pier at Rathcoursey, county Cork	218	18	–	157	8	6	*
2	In aid of Lough Graney Road, county Clare	1,319	17	3	1,319	17	3	*
3	Same - - continuation to Derrybrian, county Galway	534	4	2	534	4	2	*
4	For a road and quay at Garrakennedy, Lough Derg	635	15	4	635	15	4	*
5	In aid of a road, Castleres and Ballinasloe, county Galway	346	8	3	346	8	3	*
6	In aid, road, Larne to Ballycastle, county Antrim	6,645	–	–	6,645	–	–	*
7	In aid road, Loughrea to Derrybrian, county Galway	1,040	–	–	1,040	–	–	*
8	In aid, masonry, road, Castleres to Ballinasloe	180	–	–	180	–	–	*
9	In aid, bridge near Liscannor, county Clare	2,222	14	–	2,222	14	–	*
10	In aid, road, Kenmare to Glengurriff, county Cork	2,737	16	–	2,737	16	–	
11	- - Ditto - - county Kerry	5,265	18	–	5,265	18	–	*See* Loans, Nos. 38 and 39.
12	In aid, road from Five Mile Town to Clones, Fermanagh	1,028	–	–	1,028	–	–	*
13	In aid, road over Glenstal Mountains, county Tipperary	700	–	–	700	–	–	*
14	In aid, road, Portumna to Mount Shannon, Galway	2,178	–	–	2,178	–	–	*
15	In aid, road, Castlevecna Coal-pits to Dromhaire	1,943	–	–	1,500	–	–	*See* Loan, No. 45
16	In aid of road from Killaloe to Tomgraney, county Clare	950	–	–	950	–	–	*
17	In aid of road from Mullan to Gweedore, county Donegal	723	10	8	723	10	8	*
18	In aid of road from Donegal to Pettigoe	2,340	2	8	1,000	–	–	- - This work was nearly completed, when an extensive retaining wall, to support a heavy embankment, began to give way, the contractors promptly set about the repair, which is nearly finished
19	In aid of road from Lough Graney to Tulla, county Clare	1,900	–	–	1,900	–	–	*
20	In aid of road from Bunowen Bay to Clifden, county Galway	542	7	6	542	7	6	*
21	In aid of road from Killarney to Sneem, county Kerry	2,975	–	–	2,975	–	–	*See* Loan, No. 76.
22	In further aid, road through Glenstal Mountains	52	6	6	52	6	6	*
23	In aid of road from Listowel to Lisselton, county Kerry	968	10	–	968	10	–	In progress of execution.
24	In aid of a bridge over the sound at Kenmare	3,000	–	–	3,000	–	–	- - It has been found difficult to obtain a contractor for this work, the Commissioners, however, have hopes of procuring a tender from a person of experience in such undertakings.
25	In aid of road through Ballinlawless Mountains, county Galway	400	–	–	400	–	–	In progress of execution.
26	In aid of road through Ballinlawless Mountains, county Galway	400	–	–	400	–	–	In progress of execution.

Printed image digitised by the University of Southampton Library Digitisation Unit

27	In aid of coast road from Lerne to Ballycastle, county Antrim	3,641 19 7			3,641 19 7			See Loan, No 30
28	In aid of road from Kenmare to Glengarriff, county Cork	825 5 –			825 5 –			- Ditto No 141
29	- - Ditto - - - ditto - - - county Kerry	1,194 15 –			1,194 15 –			- Ditto No 107
30	In aid of road from Tulla to Limerick, county Clare	1,354 5 2			1,354 5 2			- Ditto No 97.
31	In aid of road from Cahirciveen to the Sea at Ballinskelligs	1,050 – –			500 – –			- Ditto No 117.
32	In aid of road from Kenmare to Cahirciveen, county Kerry	4,335 17 10			2,200 – –			- Ditto No. 118
33	In aid of roads from Clifden to Galway and Westport	857 2 5			400 – –			- Ditto No 119
34	In aid of road from Tralee and Killorglan to Sea at Ballinskelligs	2,212 6 1			1,100 – –			- Ditto No 120
35	In aid of road from Letterkenny to Dunglow, county Donegal	1,816 2 –			1,000 – –			Ditto No 114.
36	In aid of road from Letterkenny to Creeslough, county Donegal	1,821 14 5			1,000 – –			- Ditto No 115
37	In aid of new road from Loughres and Woodford Road to read from Loughres to Portumna.	814 – –			400 – –			- Ditto No. 121,
38	In aid of road from Tulla to Gort, county Clare	1,230 10 –			600 – –			- Ditto No 122.
39	- - Ditto - - ditto - - county Galway	774 – –			350 – –			- Ditto No 123.
40	Improvement of Tralee Harbour	4,219 19 6			- - -			- Ditto No 124
41	In aid of road from Woodford to new line to Limerick	959 14 –			- - -			- Ditto No 125
42	In aid of roads, barony of Iraghticonnor (Gunshore'), county Kerry	963 – 11			- - -			-- These works are in progress of execution. A moiety of the expense has been contributed by Pierce Mahony, esq., from his personal funds.
43	In aid of road from Cahirciveen to Kenmare, by Sugrancy	1,961 1 10			- - -			See Loan, No. 127
44	For construction and repair of roads, barony Moyferta, county Clare, (1 Vict. c 21)	1,168 8 5			- - -			In progress of execution
45	For building a bridge over the Shannon, at Portumna	10,312 – –			- - -			See Loans, Nos. 145, 146, and 147
46	In aid of road from Glenquin to Goulburn Br, county Limerick	600 – –			- - -			-- In progress of execution, the estimated cost is 1,500*l*. Alfred Furlong, esq., agent to the Earl of Devon, has contracted for the whole, without any charge to the public for the part which passes through his Lordship's estate.
47	In aid of road from Tralee to Castleisland, county Kerry	1,501 6 8			- - -			See Loan, No. 136
48	For construction of a quay at Sneem, and road thereto from the village, county Kerry (1 Vict. c 21)	125 – –			- - -			In progress of execution
49	In aid of road from Tully to Galway, between Sea at Culfin and Government Road at Bunowen Bridge.	1,113 8 6			- - -			See Loan, No 139
50	In aid of completion of road between Mearing, county Galway, and Cross Roads of Ballykine, county Mayo (1 Vict. c 21)	50 – –			- - -			-- This is a small portion of road necessary to complete the line between the mearing of the county of Galway and the road to Balliorobe, and was applied for by magistrates and cess-payers under 1 Vict. c. 21, and sanctioned
51	In aid bridge of Filedreangh, county Kerry	110 5 –			- - -			-- Work not yet commenced. Charles O Connell, esq., has agreed to contract for the execution of the work for the amount of the grant, subject to a reservation for superintendence or contingencies
52	In aid part of new road, Castle Derg to Pettigo, county Donegal	423 18 3			- - -			See Loan, No 148
		£7,512 11 9			54,798 14 11			
	Deduct a Sum withheld on Grant No 1, and repaid to Exchequer	61 15 6						
	£.	£7,450 16 3						

Henry R Paine, Secretary.
Jas C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

LOAN and GRANT recommended, but not yet sanctioned.

APPLICANT.	OBJECT.	AMOUNT.
	For a road from Castletown Berehaven to Dursey Sound,	£. s. d.
	Estimate - - - £11,500	
	Proposed Loan - - - - -	5,750 - -
	Proposed Grant - - - - -	5,750 - -

APPLICATIONS for LOANS and GRANTS which have been submitted to the Board, and may still be subject of Negotiation.

APPLICANT.	OBJECT.	AMOUNT.
		£. s. d.
Lord Viscount Palmerston -	A Pier at Mullaghmore, county Sligo, estimated at 4,000*l.* - - - - -	1,000 - -
The Ulster Railway Company -	The completion of the line of Railway from Belfast to Lisburn - - - - -	40,000 - -
The Belfast Ballast Corporation	The improvement of the harbour, - -	50,000 - -
Newry Navigation Company -	For further improvements in that navigation	20,000 - -
Bann Reservoir Co. - -	For the construction of a reservoir or reservoirs to supply numerous mills engaged in manufacture of linen, estimated about -	21,000 - -
	For a new road from Dromara to Dundrum, co. Down, about - - - - -	4,000 - -

Henry R. Paine, Sec.

Printed image digitised by the University of Southampton Library Digitisation Unit

ABSTRACT of the Accounts of the Commissioners of Public Works, *Ireland*, showing the Totals of Sums entrusted to their Management for Collection or Disbursement, for one Year, ended 31 December 1837.

Number of Account.	HEAD OF ACCOUNT	COLLECTED for Account of the Teller or Paymaster of Civil Services £. s. d.	BALANCES from last Account £. s. d.	RECEIVED. £. s. d.	TOTALS £. s. d.	PAID into the Exchequer £. s. d.	EXPENDED on Public Works, &c. £. s. d.	BALANCE to next Account. £. s. d.
1.	Loans, by late Commissioners, out of Consolidated Fund	14,423 3 7	- - -	- - -	14,423 3 7	14,423 3 7	—	—
2	Loans, by Exchequer Bills, under 1 & 2 Will 4, c. 33	- - -	1,075 14 11	52,847 11 -	53,923 5 11	52,229 18 4	- - -	1,700 9 7
3	Grants, under same Act	- - -	6,335 12 9	21,687 10 10	28,023 3 7	- - -	10,693 9 7	17,329 14 -
4	Salaries and Incidents of Office, including Deposits	- - -	3,490 8 2	2,912 7 9	6,402 15 11	- - -	4,316 8 1	1,586 7 10
5.	Inland Navigation	- - -	- - -	3,228 8 2	3,228 8 2	- - -	2,103 15 8	1,124 12 6
6.	Fisheries	- - -	11,018 18 3	- - -	11,018 18 3	- - -	1,647 19 4	9,370 18 11
7	Roads and Bridges, under 6 Geo. 4, c. 101	- - -	1,655 6 4	10,005 5 -	11,660 11 4	- - -	9,778 16 5	1,881 14 11
8.	Repairs of Grant Roads, 1 & 2 Will. 4	- - -	696 18 2	2,000 - -	2,696 18 2	- - -	1,415 7 11	1,281 10 3
9	Repairs of Post Roads, 6 & 7 Will. 4	- - -	974 18 8	12,000 - -	12,974 18 8	- - -	9,495 8 -	3,479 10 8
10	Turnpike Roads, under Contract	- - -	1,167 10 8	5,153 13 11	6,321 4 7	- - -	6,124 16 2	196 8 5
11.	Grant for Western District	- - -	371 11 5	822 19 4	1,194 10 9	- - -	889 12 8	304 18 1
12	Phœnix Park and Dublin Buildings	- - -	4,816 18 10	29,314 17 10	34,131 14 8	- - -	22,174 14 1	11,957 - 7
13	Ringsnawn Harbour	- - -	2,711 - 9	19,848 5 4	22,559 6 1	- - -	14,199 - -	8,360 6 1
14.	Dunmore - ditto	- - -	4,766 14 5	543 6 1	5,259 - 6	- - -	1,442 15 3	3,807 5 3
15	Howth - ditto	- - -	1,103 18 4	2 15 5	1,106 13 9	- - -	528 3 3	578 10 6
16.	Lunatic Asylums	- - -	4,236 6 9	436 9 10	4,672 16 7	- - -	3,539 6 -	1,133 10 7
	£.	14,423 3 7	44,361 16 5	160,803 18 6	219,588 18 6	66,645 19 11	88,849 12 7	64,093 18 -

Jos. C Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 1.—LATE LOANS from the CONSOLIDATED FUND.

Dr.

To Amount collected as per the within Statement, viz

	£. s. d.	£. s. d.
Principal - - - - - -	11,764 11 11	
Interest - - - - - -	2,658 11 8	
		14,423 3 7

Cr.

By Amount paid in to Credit of the Teller of Exchequer or Paymaster of Civil Services, viz.

£. s. d
14,423 3 7

Jos. C. Walker, Accountant.

A STATEMENT of the several LOANS made by the Late COMMISSIONERS for the Issue of LOANS out of the CONSOLIDATED FUND, pursuant to the Provisions of the 57 Geo. 3, c. 34, and subsequent Acts, shewing the Amount of PRINCIPAL and INTEREST remaining due upon each on 1st January 1837, the INTEREST since accrued, the REPAYMENTS on Account within the year, and the BALANCES Outstanding upon each, on the 31st December 1837.

Number of Loans.	PARTIES.	PURPOSE	Balances outstanding on 1 January 1837		Interest accrued from 1 January to 31 Dec 1837	TOTAL.	REPAYMENTS.		Balances outstanding on 31 December 1837	
			Principal	Interest			Principal.	Interest.	Principal	Interest.
			£ s d	£ s d.	£ s d.	£. s d	£. s. d.	£. s. d.	£. s. d.	£ s d
102	Marquis Sligo & Rt. hon D. Browne.	Road and Pier at Old Head, co. Mayo.	281 14 –	16 18 –	13 7 10	311 19 10	76 3 –	28 8 9	205 11 –	1 17 1
4	Commissioners of - -	Navan turnpike-road - - -	4,933 6 1	2,736 5 6	295 19 11	7,965 11 6	- - -	238 2 9	4,933 6 1	2,694 2 8
24	- Ditto - - -	- ditto - - - -	1,286 14 10	880 7 7	64 6 8	2,231 9 1	- - -	- - -	1,286 14 10	944 14 3
53	- Ditto - - -	- ditto - - - -	923 1 7	609 19 8	48 3 1	1,579 4 4	- - -	- - -	923 1 7	656 2 9
8	Corporation of the Bridge	Across the Shannon at Portumna	2,769 4 8	1,239 17 11	166 3 –	4,175 8 7	- - -	- - -	2,769 4 8	1,406 – 11
9	N. P. Leader - -	To work a colliery, county Cork	1,507 10 1	33 5 1	49 18 5	1,590 13 7	1,007 10 1	79 16 8	500 – –	3 6 10
107	- Ditto - - -	- ditto - - - -	6,062 18 1	120 7 8	239 8 11	6,362 14 8	92 6 10	320 6 5	5,912 11 3	39 1 3
12	G. Lambert & R. Maguire	Repairs of Kilbeggan church -	332 6 2	280 3 1	16 12 4	629 1 7	- - -	- - -	332 6 2	296 15 5

Printed image digitised by the University of Southampton Library Digitisation Unit

13 & 98	Commissioners of Wide Streets, Cork.	To improve the city	6,700	–	–	2,054	3	6	288	–	–	9,022	3	6	–	–	–	–	–	–	6,700	–	–	2,322	2	6
113	– Ditto –	– ditto	7,000	–	–	3,248	15	3	350	–	–	10,598	15	3	–	–	–	–	–	–	7,000	–	–	3,598	15	3
14	Hovendon Stapleton	To work a colliery	683	9	3	15	10	9	33	7	1	732	7	1	91	7	7	43	10	5	592	1	8	5	5	5
18	Mayo county	Road into Erris	363	5	3	13	4	8	–	11	3	377	1	2	363	5	3	13	15	11	—			—		
40	– Ditto –	Court-house, Castlebar	606	18	7	22	2	3	30	6	10	659	7	8	104	9	5	47	12	8	500	9	2	4	16	5
52	– Ditto –	Court house, Ballinrobe	133	–	2	4	16	11	6	8	10	144	5	11	24	1	8	10	8	6	108	8	6	–	17	3
25	Owen M'Carthy	To work a colliery	1,181	3	5	73	15	8	56	19	1	1,311	18	2	233	5	–	240	15	–	941	18	5	—		
27	Kerry county	Road into Iveragh	544	9	10	4	9	6	13	14	2	562	13	6	269	–	8	18	3	8	275	9	2	—		
51	– Ditto –	Road, Dingle to Tralee & Killarney	549	15	2	4	10	8	20	16	3	575	0	1	266	4	8	19	11	3	283	10	6	5	15	8
58	– Ditto –	Bridge at Listowel	152	5	4	1	5	–	2	16	6	156	6	10	152	5	4	4	1	6	—			—		
71	– Ditto –	Road over Connor Hill	226	3	5	1	17	1	8	7	–	236	7	6	100	5	9	7	13	7	123	17	8	2	10	6
35	Kilkenny county	Road, Ballyragget to Castlecomer	82	10	8	1	3	11	3	5	7	87	5	0	31	–	10	3	13	8	51	9	10	1	–	10
43	– Ditto –	Road, Callan to Johnstown	180	13	4	35	18	4	9	–	8	225	12	4	–	–	–	–	–	–	180	13	4	44	19	–
57	– Ditto –	Causeway, near Thomastown	90	5	5	1	11	7	2	1	9	93	18	9	38	13	6	3	12	8	1	11	11	–	–	8
92	– Ditto –	Bridewell at same	909	17	1	15	19	–	40	7	2	968	3	3	118	9	8	40	5	4	791	7	5	16	–	10
97	– Ditto –	Road, Castlecomer to Ballinakill	536	6	2	9	8	–	22	10	11	568	5	1	157	11	5	24	5	5	378	14	9	7	13	6
114	– Ditto –	Road, Kilkenny to Carrick	175	8	11	3	1	5	7	19	18	186	10	0	28	18	2	8	1	10	146	10	9	0	13	5
120	– Ditto –	Road, Castlecomer to Timahoe	208	1	1	3	10	11	9	14	7	221	8	7	25	2	7	9	13	5	182	18	6	3	14	1
119	Queen's county	– – Sessions-houses, Stradbally and Borris-in-Ossory	1,010	9	10	21	18	3	50	12	6	1,085	–	7	–	–	–	–	–	–	1,010	9	10	72	0	9
38	Cork county	Road, Bantry to Castletown	52	4	11	–	6	–	–	11	8	53	2	7	52	4	11	–	17	8	—			—		
74 to 80	– Ditto –	Seven sessions-houses	1,213	8	10	8	16	2	25	15	4	1,248	1	4	1,013	9	10	34	11	6	—			—		
115	Waterford county	– – Roads, to Dungarvan, Youghall, Cork, &c.	5,632	6	10	77	18	5	242	2	3	5,952	2	–	1,256	9	5	234	10	11	4,375	17	5	85	12	3
45 & 105	Grand Canal Directors	Ballinasloe Extension and Bridge	46,254	3	–	16,837	16	3	1,250	3	3	64,942	2	6	–	–	–	–	–	–	46,054	3	–	18,687	19	6

continued.

Printed image digitised by the University of Southampton Library Digitisation Unit

LOANS—(*continued*)

Number of Loan	PARTIES.	PURPOSE	Balances outstanding on 1 January 1837		Interest accrued from 1 January to 31 Dec 1837.	TOTAL.	REPAYMENTS.		Balances outstanding on 31 December 1837	
			Principal	Interest			Principal	Interest.	Principal	Interest
			£ s d.	£ s d	£ s d.	£ s d.	£ s d.	£ s d.	£ s d	£ s d
90	Grand Canal Directors -	Mountmellick Branch - -	33,416 6 1	11,644 15 6	1,336 13 -	46,397 14 7	- - -	144 8 5	33,416 6 1	12,837 - 1
135	- Ditto - - -	Ballycommon to Kilbeggan -	18,000 - -	3,678 1 4	1,337 8 6	23,015 9 10	- - -	- - -	18,000 - -	5,015 9 10
46	Right hon. D Browne and others.	Pier at Bunderan, county Mayo -	130 3 2	7 16 2	6 2 1	144 1 5	44 8 11	13 2 9	85 14 3	- 15 6
48	Earl Bantry & M Murphy	To employ the Poor of Bantry -	1,246 3 1	93 7 5	62 6 1	1,401 16 7	- - -	100 - -	1,246 3 1	55 13 8
49	Galway Town - -	Court house at Galway -	997 5 3	71 14 4	49 17 3	1,118 16 10	- - -	- - -	997 5 3	121 11 7
87	- Ditto - - -	Portico for same - - -	360 8 -	45 18 3	18 - 4	404 6 7	- - -	- - -	360 8 -	43 18 7
54	Wicklow county - -	Road, Wicklow to Arklow -	508 0 7	13 6 -	16 16 11	538 5 6	340 13 9	89 4 8	167 8 10	- 18 3
72	- Ditto - - -	Road, Dublin to Rathdrum -	157 1 -	4 2 2	1 17 3	163 - 5	157 1 -	5 19 5	—	—
55	Leitrim county - -	Road, Bunderan to Manorhamilton	651 6 11	22 2 6	8 7 -	681 16 5	651 6 11	30 9 6	—	—
104	- Ditto - - -	Road, same to Drumsna - -	1,616 6 7	68 8 3	65 19 5	1,750 14 3	702 17 10	130 10 2	913 8 9	3 17 6
125	- Ditto - - -	Road, Ballinamona to Granard -	507 12 6	24 2 -	23 10 8	615 5 2	226 15 -	46 3 9	340 17 6	1 8 11
128	- Ditto - - -	Road, Drumsna to Bunderan -	658 11 8	27 17 5	32 6 1	718 15 2	125 - 6	57 16 3	533 11 0	2 7 3
129	- Ditto - - -	Road, Manorhamilton to Emmakillen	981 - 2	41 18 5	45 1 10	1,067 12 5	242 7 8	83 9 7	738 12 6	3 2 8
56	Armagh county - -	- - Road, Newtown Hamilton to Dundalk.	55 3 6	1 2 10	- 19 1	57 5 5	55 3 6	2 1 11	—	—
61	Commissioners for - -	- - Completing Wellesley Bridge and Docks, Limerick	55,384 12 4	14,191 14 10	2,215 7 8	71,791 14 10	- - -	- - -	55,384 12 4	16,407 2 6
63	Limerick county - -	Road Limerick to Tarbert -	347 1 -	11 12 -	11 17 -	370 10 -	126 7 9	13 16 8	220 13 3	9 12 4
66	Drogheda town - -	Road, Collon to the sea - -	13 6 3	- 6 2	- 7 3	13 19 8	13 6 3	- 13 5	—	—
98	Cork city - - -	For improvements, quay walls, &c.	1,675 6 8	31 - 6	56 6 8	1,762 13 8	425 1 7	84 9 7	1,249 15 1	22 17 5
68	Rev H Pasley and others	Repairs of Ballybeane church -	263 1 7	134 1 10	10 10 5	407 13 10	- - -	- - -	263 1 7	144 12 3
69	Roscommon county -	Court-house at Roscommon -	354 11 1	8 6 1	5 8 11	368 6 1	354 11 1	13 15 -	—	—
84	- Ditto - - -	Road, Drumsna to Bunderan -	384 18 -	9 - 8	8 5 1	402 3 4	350 1 3	18 9 11	34 16 9	- 15 5
109	- Ditto - - -	Court-house at Boyle - -	153 4 2	3 7 -	5 13 -	162 4 2	72 15 8	7 4 4	80 8 6	1 15 8
120	- Ditto - - -	Court-house at Strokestown -	351 12 8	8 4 8	16 1 8	375 19 -	62 9 9	17 10 3	289 2 11	6 16 1
134	- Ditto - - -	Bridewell at Strokestown - -	178 4 -	4 3 11	7 17 8	191 5 2	36 2 3	8 17 9	143 1 9	3 3 5

Printed image digitised by the University of Southampton Library Digitisation Unit

70	R H Maunsell	Canal at Plassey, county Limerick	918	9	10	100	14	11	36	10	4	1,049	15	1	-	-	-	-	-	-	918	9	10	137	5	3
73	Donegal county	Road, Donegal to Greencastle	16	13	8	-	1	8	-	4	10	17	5	-	16	12	8	-	8	4	—			—		
81	- Ditto	- further for same	91	1	2	-	8	8	1	5	10	92	15	8	91	1	2	1	14	6	—			—		
126	Fermanagh county	Road, Enniskillen to Swanlinbar	122	3	7	22	1	7	6	2	5	150	12	7	-	-	-	-	-	-	122	3	7	28	4	-
86	Trustees of the	Road from Dundalk to Baubridge	1,246	2	10	29	7	2	59	-	9	1,334	10	9	138	9	3	62	6	-	1,107	13	7	26	1	11
89	Wexford county	Road, Carrew to Wexford	445	19	5	10	2	9	18	1	2	474	3	4	195	5	1	26	17	11	250	14	4	1	6	-
108	- Ditto	Court-house and Bridewell, New Ross	759	18	6	17	5	7	35	3	8	812	8	9	168	1	4	32	1	11	591	18	2	20	7	4
131	- Ditto	Road, Wexford to Duncannon Fort	1,924	2	-	43	15	-	88	16	7	2,056	13	7	478	6	-	125	1	1	1,445	16	-	7	10	6
91	Churchwardens, Moghera-culmony	To Repair Templemaghery Church	104	4	3	16	6	2	5	4	2	125	14	7	-	-	-	-	-	-	104	4	3	21	10	4
94	Carlow county	Court-house at Tullow	155	-	4	3	9	7	5	18	4	164	8	3	63	4	-	6	19	-	91	16	4	2	8	11
133	Tyrone county	Road, Fintona to Five-mile-town	172	3	7	-	5	8	2	7	7	174	16	10	172	3	7	2	13	3	—			—		
138	- Ditto	Road, Omagh to Cookstown	1,398	16	10	2	5	9	61	11	10	1,457	14	5	241	14	1	40	1	5	1,152	2	9	23	16	2
96	- Ditto	To improve an estate, county Antrim	10,000	-	-	4,281	8	2	400	-	-	14,681	8	2	-	-	-	-	-	-	10,000	-	-	4,681	2	2
137	N D Cremmelin	Road from Ballymoney to the Sea	1,967	16	3	592	-	8	78	14	3	2,638	11	2	-	-	-	-	-	-	1,967	16	3	670	14	11
106	Commissioners for o	Bridge across the Shannon at Athlunkard.	8,000	-	-	2,166	13	7	240	-	-	8,406	13	7	-	-	-	-	-	-	6,000	-	-	2,406	13	7
111	Sligo county	Road, Sligo to Derry	385	14	-	30	17	1	5	17	10	422	8	11	380	18	9	36	13	3	4	15	3	-	1	8
121	Londonderry city	Road, Magherafelt to Derry	74	15	11	2	13	-	1	1	10	78	10	9	71	3	9	3	12	2	3	12	2	-	2	8
123	Limerick city	Road, Limerick to Tarbert	115	10	3	1	11	3	5	15	6	122	17	5	-	-	-	-	-	-	115	10	3	7	7	2
139	Commissioners for o	Bridge at Youghall	10,000	-	-	2,368	8	7	400	-	-	12,768	8	7	-	-	-	-	-	-	10,000	-	-	2,768	8	7
																								76,331	2	10
																					Deduct amount overpaid on Loan 25			110	-	3
		£.	246,865	14	8	68,135	3	11	10,744	10	4	325,745	8	11	11,764	11	11	2,658	11	8	235,101	2	9	76,221	2	7

Jas C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 2.—Commissioners of Public Works in Account

Dr.		£. s. d.
To Balance of last Account		1,075 14 11
Principal repaid as per within Statement	£. 39,898 9 5	
Interest	13,095 15 7	
	52,994 5 -	
Deduct, apportioned in the above, received from county Clare, as per last Account	146 14 -	
		52,847 11 -
	£.	53,923 5 11

A STATEMENT of the several Loans made by the Commissioners of Public Works, pursuant to the Provisions of the Act of 1 & 2 issued, and the Interest accrued within the Year; the Repayments on

No. of Loan.	NAME OF PARTY.	PURPOSE OF LOAN.	Original Amount of Loan Sanctioned. £. s. d.	BALANCES Outstanding on 31 Dec. 1836. Principal. £. s. d.	Interest. £. s. d.	Amount of Exchequer Bills issued in the Year. £. s. d.	Interest accrued in the Year. £. s. d.
1	Leitrim county	road, Drumsna to Bundoran	2,511 17 5	1,903 9 4	80 16 7	- - -	77 14 1
2	Kilkenny county	road, Kilkenny to Freshford	623 - -	270 7 3	4 14 1	- - -	11 7 1
3	Commissioners for	- - completing works, Ardglass harbour.	8,650 - -	6,650 - -	1,152 3 9	- - -	265 - -
4	Rt. Hon. M. Fitzgerald	to work slate quarries at Valentia	7,000 - -	7,000 - -	247 - 3	- - -	133 0 7
5	Limerick navigation	company to improve works	8,910 - -	8,650 - -	235 3 9	- - -	335 13 10
6	Limerick city	road leading to Ennis	205 - -	17 9 9	- 8 11	- - -	- 17 6
7	Ditto	- - ditto - Waterford	560 - -	62 3 -	1 16 6	- - -	3 9 2
8	James O'Gorman	- - drainage of farms, county Tipperary.	200 - -	200 - -	14 13 -	- - -	8 0 6
9	Richard Johnson	machinery at Cronebane mines	1,000 - -	- - -	- - -	- - -	- - -
10	Wicklow copper-mine	- - company's machinery, Ballymurtha mines.	1,000 - -	450 - -	9 2 8	- - -	10 15 7
11	Tipperary county	road, Clogheen to Cappoquin	1,278 11 10	520 7 2	11 4 10	- - -	21 11 8
12	Waterford county	road for same purpose	1,895 12 7	157 2 1	2 3 8	- - -	11 16 7
13	Carlow county	court-house at Carlow	5,000 - -	1,016 0 5	22 16 8	- - -	23 - 4
14	Galway county	continuing Cloddagh quay-walls	300 - -	169 10 -	- 16 3	- - -	8 6 1
15	Commissioners for	- - completing Wellesley-bridge and docks.	25,000 - -	23,750 - -	1,371 8 9	- - -	950 - -
16	Roscommon county	- - road, Strokestown to Lungbridge.	7,111 8 11	3,531 8 3	66 8 1	- - -	127 10 5
17	John Salmon	working slate quarries at Killaloe	500 - -	425 - -	11 5 4	- - -	17 - -
18	Commissioners for	completing Athlunkard-bridge	9,880 19 2	9,850 - -	705 10 10	- - -	394 - -
20	Ditto	constructing docks at Galway	17,000 - -	10,074 15 10	190 10 2	2,000 - -	458 16 4
21	Galway county	- - road, Castlerea to Ballinasloe by Ballygar.	346 8 3	- - -	-	- - -	- - -
22	Clare county	- - road, Knockbeha to county bounds.	1,153 1 7	179 9 2	1 3 -	- - -	2 7 6
23	Galway county	- - continuation of same to Derrybrien.	534 4 2	- - -	- - -	- - -	- - -
24	Antrim county	road, Larne to Ballycastle	11,303 4 -	5,421 14 5	94 9 5	- - -	180 19 1
25	Ditto	bridge over Bann at Agivey	1,250 - -	- - -	- - -	- - -	- - -
26	Londonderry county	- - ditto	1,250 - -	837 2 -	8 - 0	- - -	30 15 9
27	Carrickfergus town	road, Antrim to Carrickfergus	1,485 1 8	542 17 11	11 1 7	- - -	20 15 1
28	Newry navigation	company for improving works	12,000 - -	10,530 13 4	18 19 1	- - -	562 11 5
29	Earl Besborough and others.	- - drainage of lands, county Kilkenny.	2,000 - -	1,144 11 7	53 17 4	- - -	52 17 7
30	Trustees of road from	- - Dublin to Blessington, for improvements.	3,500 - -	2,975 - -	64 8 -	- - -	113 13 7
31	Railway Company	Dublin to Kingstown	75,000 - -	07,500 - -	1,438 7 2	- - -	2,571 9 9
32	Commissioners for the	- - improvement of Drogheda harbour.	10,000 - -	8,240 1 -	122 11 1	500 - -	340 - 11
33	Galway county	- - road from Loughrea to Derrybrien.	720 - -	260 12 11	3 6 5	- - -	9 12 1
34	Limerick city	road leading to Waterford	290 3 8	86 - 1	1 13 7	- - -	3 3 7
35	Ditto	road leading to Ennis	117 0 8	3 19 4	- 1 9	- - -	- 4 -
36	Limerick county	road leading to Abbeyfeale to Glinn	1,181 15 3	572 1 -	7 10 2	- - -	21 10 -
37	Clare county	- - bridge over River Inagh at Liscannor.	2,222 14 -	206 3 1	6 15 8	- - -	2 10 1

Printed image digitised by the University of Southampton Library Digitisation Unit

REPAYMENT OF LOANS, under 1 & 2 Will. 4, c. 33.

Cr.	£.	s.	d.
By Amount transferred to Account of Her Majesty's Exchequer	52,222	16	4
Balance	1,700	9	7
£.	53,923	5	11

Jos. C. Walker, Accountant.

Will 4, c. 33, showing the original Amount of Loan sanctioned, the Balances of each on the 1st January 1837, the Amount of Exchequer Bills account, and the Balances outstanding on the 31st December 1837.

TOTAL.			REPAYMENTS. Principal.			REPAYMENTS. Interest.			BALANCES Outstanding 31 Dec. 1837. Principal.			BALANCES Outstanding 31 Dec. 1837. Interest.			Overpaid, to stand against further issues.			No. of Loan.	OBSERVATIONS.
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.		
2,002	–	–	575	7	7	152	17	11	1,328	1	9	5	12	9	–	–		1	* Thus marked, have been reported as completed.
286	8	5	81	4	6	12	4	6	189	2	6	3	16	8	–	–		2	*
8,068	3	9	–	–	–	–	–	–	6,650	–	–	1,418	3	6	–	–		3	*
7,380	9	10	7,000	–	–	380	9	16	–	–	–	–	–	–	–	–		4	*
9,220	17	7	500	–	–	346	–	–	8,150	–	–	224	17	7	–	–		5	*
18	18	2	–	–	–	–	–	–	17	6	9	1	6	5	–	–		6	*
67	1	8	–	–	–	–	–	–	62	3	8	4	18	–	–	–		7	*
222	19	6	–	–	–	16	–	–	200	–	–	12	19	6	–	–		8	*
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		9	*
469	18	1	450	–	–	18	18	1	–	–	–	–	–	–	–	–		10	*
562	3	8	168	15	10	24	19	10	362	11	4	7	16	8	–	–		11	*
171	2	4	–	–	–	–	–	–	157	2	1	14	–	3	–	–		12	*
1,062	6	5	955	9	6	44	10	6	60	10	11	1	6	6	–	–		13	*
179	1	4	25	18	11	8	1	1	144	–	1	1	1	3	–	–		14	*
26,971	8	9	–	–	–	625	–	–	23,750	–	–	1,696	8	9	–	–		15	*
3,725	8	8	569	15	10	141	7	–	2,961	12	5	52	11	6	–	–		16	*
453	5	4	–	–	–	–	–	–	425	–	–	28	5	4	–	–		17	*
10,949	16	10	–	–	–	–	–	–	9,850	–	–	1,099	16	10	–	–		18	*
13,824	2	4	708	8	4	354	9	3	12,266	7	6	294	17	3	–	–		20	– – Further considerable progress has been made in the works. The excavation and masonry both of the harbour and the entrance lock are very forward, and well executed in their several parts.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		21	*
192	16	8	179	6	2	3	16	6	–	–	–	–	–	–	–	–		22	This Work has been completed.
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		23	
5,706	2	11	1,065	3	2	203	5	4	4,356	11	3	81	3	2	–	–		24	*
–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–		25	*
884	18	3	109	1	5	47	12	3	728	–	7	–	4	–	–	–		26	
574	14	7	199	16	1	24	6	4	343	1	10	7	16	4	–	–		27	– – This road is understood to be completed, subject to the settlement of a point in question between the local Commissioners and the contractor, which this Board have endeavoured to arrange. In the mean time, the balance on the loan remains unissued.
11,112	3	10	489	18	11	416	1	8	10,040	14	5	165	8	10	–	–		28	*
1,251	6	6	344	11	7	84	13	6	800	–	–	22	1	5	–	–		29	– – The land which had been drained and brought into cultivation last season (80 acres) is reported to have produced good crops of oats, potatoes, and turnips, and the drainage of that portion has been effectual. The whole of the plan, however, has not been carried into effect, and a balance remains unissued.
3,153	1	7	175	–	–	116	16	3	2,800	–	–	61	5	4	–	–		30	*
71,509	16	11	5,000	–	–	2,719	18	9	62,500	–	–	1,289	17	2	–	–		31	*
9,202	18	–	210	–	–	161	16	7	8,530	1	–	300	15	5	–	–		32	– – The works for which this loan was granted have been finished, and produced very good effects, and an additional loan for their extension has been recommended and sanctioned. (*See* No. 116.)
273	11	5	260	12	11	12	18	6	–	–	–	–	–	–	–	–		33	*
70	17	8	–	–	–	–	–	–	66	–	1	4	17	2	–	–		34	*
4	5	1	–	–	–	–	–	–	3	19	4	–	5	8	–	–		35	*
601	16	2	94	18	6	26	18	9	477	2	6	2	16	5	–	–		36	*
275	8	10	266	3	1	9	5	9	–	–	–	–	–	–	–	–		37	*

(*continued*)

Printed image digitised by the University of Southampton Library Digitisation Unit

No. of Loan	NAME OF PARTY.	PURPOSE OF LOAN.	Original Amount of Loan Sanctioned.	BALANCES Outstanding on 31 Dec. 1836. Principal.	BALANCES Outstanding on 31 Dec. 1836. Interest.	Amount of Exchequer Bills issued in the Year.	Interest accrued in the Year.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
38	Cork county - -	road from Kenmare to Glengariffe	2,787 16 -	541 7 6	2 12 10	- - -	9 0 2
39	Kerry county - -	road for same purpose - -	5,865 18 -	252 19 8	1 13 3	- - -	2 10 5
40	Fermanagh county -	road from Fivemiletown to Clones	2,600 - -	1,838 14 9	45 1 9	- - -	72 8 1
41	Clare county - -	- - road from Lansdown River to Shady River bridge.	1,250 - -	847 17 6	21 12 1	- - -	38 14 3
42	Galway county - -	- - road from Portumna to Mountshannon.	2,178 - -	756 18 11	9 13 7	- - -	28 16 7
43	Tyrone county - -	road from Omagh to Cookstown -	2,334 - -	1,620 15 3	2 2 7	- - -	57 12 -
44	Cavan county - -	- - road from Balheborough to Virginia.	1,036 - -	266 14 10	5 8 5	400 - -	23 19 3
45	Leitrim county - -	- - road from Centinaveena to Dromahair.	1,943 - -	1,044 12 7	49 11 4	- - -	44 6 9
46	Rev. J. Ryan, P. P. -	- - completion of Roman-catholic chapel at Bruree.	150 - -	61 13 4	- - 2	- - -	3 1 8
47	Waterford city - -	road to Tramore - - -	1,550 - -	- - -	- - -	500 - -	13 8 1
48	- - - - -	- - - - -	- - -	- - -	- - -	- - -	- - -
49	Kilkenny county - -	- - road from street of Johnstown to Bawn.	182 - -	96 4 6	1 13 9	- - -	4 3 10
50	Clare - - - -	road from Killaloe to Tomgraney	2,850 - -	1,729 8 4	44 1 3	- - -	67 11 4
51	Rev. C. Buckley, P. P. -	- - completion of Roman-catholic chapel at Buttevant.	600 - -	473 3 10	- 5 2	- - -	22 13 4
52	Fermanagh County -	- - road from Derrygonnelly to Manorhamilton.	2,350 - -	1,156 8 -	30 10 1	400 - -	63 6 6
53	Trustees of road from -	- - Dublin to Mullingar, for improvement.	3,000 - -	2,000 - -	41 18 6	- - -	67 5 6
54	Kilkenny county - -	road from Kilkenny to Piltown -	1,050 - -	746 7 3	13 1 9	- - -	33 19 -
55	Clare county - -	road from Cratloe to Moyhill -	1,700 - -	795 6 8	18 3 5	400 - -	47 2 3
56	Wexford county - -	road from New Ross to Ballyane	2,800 - -	1,212 5 4	41 17 3	150 - -	57 3 7
57	Boyne Navigation -	Company for improvements -	1,750 - -	1,630 - -	31 2 8	- - -	63 - 6
58	Donegal county - -	road from Mallins to Guidore -	750 - -	436 19 2	8 11 2	- - -	18 8 4
59	Cavan county - -	bridge at Beltunbet - - -	1,700 - -	859 5 4	16 - 0	350 - -	57 13 0
61	Corporation of - -	- - Limerick, rebuilding Thomond-bridge.	9,000 - -	2,772 8 9	2 8 7	1,500 - -	147 19 1
62	Trustees of road - -	- - Dublin to Dunleer, for improvements.	1,000 - -	1,440 - -	25 13 5	- - -	65 4 8
63	Cavan county - -	road, Bailieboro' to Kells - -	898 15 -	448 6 1	8 - 2	- - -	19 1 -
64	Wide-st. Commissioners	improvement of Barrack-street -	20,000 - -	18,000 - -	291 12 3	- - -	667 10 1
65	- - Ecclesiastical Commissioners.	for purposes of Act - - -	46,000 - -	46,000 - -	720 6 10	- - -	1,840 - -
66	Ditto - - -	Ditto - - - -	54,000 - -	54,000 - -	627 5 6	- - -	2,160 - -
67	Commissioners for -	Completion of Lagan Bridge -	3,000 - -	2,000 - -	133 8 0	500 - -	118 12 10
68	Mat. Barrington - -	- - new building, in connexion with the hospital.	2,500 - -	2,400 - -	153 1 5	100 - -	106 7 7
69	Clare county - -	road from Tulla to Loughgraney	1,900 - -	1,761 19 3	22 4 1	- - -	70 3 6
70	Limerick Navigation -	company to improve Quays, &c. -	6,500 - -	4,529 3 4	84 13 11	1,500 - -	210 15 -
71	Wexford county - -	- - road from Enniscorthy to Wexford.	1,406 - -	623 8 7	14 3 6	500 - -	71 3 0
72	Kildare county - -	bridge over the Barrow, at Bert -	1,100 - -	934 7 3	21 10 6	- - -	44 19 -
73	Galway county - -	road from Bmowen to Clyden -	542 7 8	256 8 8	3 5 4	- - -	10 3 8
74	Commissioners Galway -	- - harbour, for purchases of premises, proposed canal.	2,300 - -	- - -	- - -	- - -	- - -
75	Limerick County -	Road, Mitchelstown to Kilfinnane	1,150 - -	814 13 11	13 2 6	200 - -	40 12 3
76	Kerry county - -	road, Killarney to Sneem - -	2,200 - -	144 2 -	- 18 11	- - -	1 8 9
77	Kilkenny county - -	road, Piltown to Kilmaganny -	456 - -	62 5 1	- 19 10	300 - -	27 - 7
78	Ditto - - -	road, Innistiogue to Waterford -	5,800 - -	- - -	- - -	4,000 - -	84 17 -
79	Ditto - - -	road, New Ross to Waterford -	3,306 - -	458 5 1	12 9 10	2,000 - -	79 18 3
80	Commissioners - -	Limerick bridge, under 4 Will. 4 -	40,000 - -	- - -	- - -	27,400 - -	852 11 4
81	Kerry county - -	road, Tralee to Dingle - -	3,950 - -	1,460 6 1	12 - -	1,950 - -	108 13 5
82	Ditto - - -	road, Castlemaine to Dingle -	950 - -	263 18 -	2 3 4	500 - -	27 8 11
83	Ditto - - -	road, Kenmare to Cahirciveen -	750 - -	96 13 8	- 15 10	300 - -	12 15 7
84	Antrim county - -	road, Belfast to Ballyclare -	1,900 - -	223 8 11	4 15 4	1,350 - -	44 5 2
85	Trustees of road - -	Belfast and Crommelin - -	9,200 - -	3,457 9 1	47 19 3	4,050 - -	187 11 9
86	Rev. Thomas Barry, P. P.	- - Completion Roman-catholic chapel at Bantry.	600 - -	300 - -	9 13 1	300 - -	23 - 8

Printed image digitised by the University of Southampton Library Digitisation Unit

TOTAL.	REPAYMENTS. Principal.	REPAYMENTS. Interest.	BALANCES Outstanding 31 Dec. 1837. Principal.	BALANCES Outstanding 31 Dec. 1837. Interest.	Overpaid, to stand against further Issues.	No. of Loan.	OBSERVATIONS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
553 6 9	541 7 9	11 19 –	- - -	- - -	- -	38	- - *See* further loans for this work (Nos. 107 and 141.)
257 3 4	252 19 8	4 3 8	- - -	- - -	- -	39	
1,956 4 7	097 15 1	112 19 4	1,140 19 8	4 10 6	- -	40	*
908 3 10	139 18 6	49 1 6	707 19 –	11 4 10	- -	41	*
798 9 1	483 9 –	36 5 6	276 9 11	2 4 8	- -	42	*
1,680 9 10	313 2 6	37 1 10	1,307 12 6	22 12 9	- -	43	*
696 2 6	268 – 11	22 8 5	398 13 11	6 10 3	- -	44	This work is very nearly completed.
1,138 10 8	321 13 11	90 16 10	722 18 8	3 1 3	- -	45	- - In consequence of the tardy procedure of this work, the Commissioners have been under the necessity of taking the finishing of the road out of the hands of the contractor; it is nearly completed.
64 15 2	- - -	- - -	61 13 4	3 1 10	- -	46	*
401 8 11	226 12 1	11 18 1	161 8 6	1 10 –	- -	47	- - This work is represented by the contractor to be completed, the final issue, however, awaits the adjustment of a point of difference between him and the local authorities.
- - -	- - -	- - -	- - -	- - -	- -	48	
102 2 4	22 18 1	4 7 11	73 0 8	1 0 8	- -	49	*
1,841 – 11	940 3 11	94 4 3	786 4 5	17 8 4	- -	50	*
496 2 4	59 0 6	16 10 6	413 14 4	6 8 –	- -	51	*
1,650 4 7	445 14 9	89 8 6	1,110 13 3	4 8 1	- -	52	Road very nearly completed.
2,109 4 –	666 13 4	105 16 3	1,333 0 8	3 7 9	- -	53	Completed.
793 8 –	125 14 9	34 9 3	630 12 6	12 11 6	- -	54	*
1,260 12 4	301 7 3	51 1 7	803 19 5	14 4 1	- -	55	Completed.
1,461 6 2	301 10 10	79 19 7	1,060 14 6	10 1 3	- -	56	- - Nearly completed, with the exception of an alteration for which a further loan has been granted. *See* No. 120.
1,724 3 2	80 – –	52 – 8	1,550 – –	42 2 6	- -	57	*
463 18 8	128 14 5	21 5 7	308 4 9	5 13 11	- -	58	*
1,285 19 4	205 3 11	56 1 5	1,004 1 5	20 12 7	- -	59	*
4,422 18 5	114 16 7	85 3 5	4,157 12 2	65 4 3	- -	61	- - the two land abutments, and four piers, have been constructed to the height of the springing courses of the arches, leaving two piers to be finished; the centres for turning the arches are in preparation, and the cut stone materials are fully prepared.
1,530 18 1	94 8 7	85 11 5	1,345 11 5	5 6 8	- -	62	*
475 7 3	114 11 2	20 5 –	333 14 11	6 16 2	- -	63	This work is completed.
18,959 2 4	2,000 – –	701 13 11	16,000 – –	257 8 5	- -	64	*
48,560 6 10	- - -	1,840 – –	46,000 – –	720 6 10	- -	65	- - These loans have been made in pursuance of the 4 & 5 Will. 4, c. 90, to the Ecclesiastical Commissioners.
56,787 5 6	- - -	2,160 – –	54,000 – –	627 5 6	- -	66	
3,252 1 4	225 – –	219 13 2	2,775 – –	32 8 2	- -	67	Completed.
2,759 9 –	- - -	200 – –	2,500 – –	59 9 –	- -	68	*
1,854 6 10	367 14 1	68 13 8	1,394 5 2	23 13 11	- -	69	Completed.
6,324 12 3	135 8 4	86 13 6	5,893 15 –	208 15 5	- -	70	- - The works of improvement for which this loan was made have been nearly completed.
1,208 15 7	162 11 5	36 17 10	960 17 2	48 6 2	- -	71	Completed.
1,000 16 9	62 13 –	47 – 4	871 14 3	10 6 2	- -	72	*
269 17 8	135 1 2	12 9 4	121 7 6	– 16 8	- -	73	*
- - -	- - -	- - -	- - -	- - -	- -	74	Not acted upon.
1,077 8 8	65 3 11	57 2 5	949 10 –	5 12 4	- -	75	Completed.
146 9 8	869 7 –	2 7 8	- - -	- - -	725 5 –	76	- - In active progress of execution; one-third of the work done.
410 5 6	48 13 11	21 7 1	339 11 2	6 13 4	- -	77	- - Completed, and has been open to the public for some time.
2,770 17 –	828 16 –	47 4 –	1,857 4 –	37 13 –	- -	78	Well advanced towards completion.
2,550 13 2	443 8 9	51 11 3	2,014 16 4	40 16 10	- -	79	- - Completed, and open to the public; a small balance is reserved, under the contract, for maintenance.
22,252 11 4	- - -	- - -	27,400 – –	852 11 4	- -	80	- - The premises required for the extension of the quay, on the south side of the Shannon, for which this loan was made, having been purchased by inquisition and possession regularly obtained, a contract was entered into, with a very experienced firm, for the construction of the necessary works, but in consequence of the death of one of the partners before their commencement, the contract was abandoned. A new engagement was, however, made with parties possessed of capital, and who had already creditably executed some considerable public works. Under these parties the works were commenced in August last, and considerable progress has been made, upwards of 200 feet of quay-wall being completely finished with the requisite backing, &c.
3,530 19 6	492 4 10	66 5 –	2,918 1 3	54 8 5	- -	81	Completed.
798 10 3	164 10 10	17 13 2	599 7 2	11 16 1	- -	82	Completed very nearly.
410 5 1	99 – 3	7 16 –	297 13 5	6 1 5	- -	83	Ditto.
1,622 9 5	254 10 5	20 8 3	1,318 18 6	28 12 3	- -	84	Ditto.
7,743 – –	1,281 2 7	133 17 5	6,226 6 6	101 13 7	- -	85	Ditto.
692 13 10	68 7 6	11 12 6	531 12 6	21 1 4	- -	86	Ditto.

(*continued*)

Pnnted image digitised by the University of Southampton Library Digitisation Unit

No. of Loan.	NAME OF PARTY.	PURPOSE OF LOAN.	Original Amount of Loan Sanctioned.	BALANCES Outstanding on 31 Dec. 1836. Principal.	Interest.	Amount of Exchequer Bills issued in the Year.	Interest accrued in the Year.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
87	Roscommon county -	- - road from Roscommon to Richmond Harbour.	1,600 - -	- - -	- - -	700 - -	2 13 7
88	Ditto - - -	- - road from Lancsboro' to Roscommon.	1,050 - -	- - -	- - -	1,000 - -	12 9 1
89	Dublin county - -	- - road from Glencullen to Enniskerry.	600 - -	150 - -	3 2 -	100 - -	8 17 4
90	Wexford county - -	- - road from New Ross to Arthurstown.	1,200 - -	409 19 4	4 4 7	200 - -	22 8 11
91	Ditto - - -	- - road from New Ross to Newtown Barry.	2,950 - -	275 14 7	2 - 0	1,100 - -	41 6 8
92	Ditto - - -	- - road from Emiscorthy to New Ross.	400 - -	169 16 9	2 2 4	200 - -	20 3 8
93	Limarick county -	- - road from Buttevant to Kilfinane.	400 - -	300 - -	4 3 9	100 - -	16 18 4
94	Dublin county - -	- - building a bridge at Loughlinstown and improving the road.	650 - -	- - -	- - -	50 - -	- - -
96	Kildare county - -	- - building bridge at Yeomanstown.	2,550 - -	1,121 1 3	19 13 7	1,050 - -	73 4 9
97	Clare county - -	- - road, Tulla to Limerick, by Ballyvergle.	1,350 - -	- - -	- - -	- - -	- - -
98	Leitrim county - -	road from Ballyshannon to Sligo	1,045 10 -	300 - -	3 - 9	250 - -	22 9 1
99	Antrim county - -	road from Larne to Ballycastle -	3,000 - -	- - -	- - -	- - -	- - -
100	Cork county - -	road from Glengariffe to Bantry -	4,250 - -	- - -	- - -	- - -	- - -
101	Dublin and Kingstown Railway.	extension to the 40 foot road -	40,700 - -	- - -	- - -	33,700 - -	1,091 3 8
102	Wexford county - -	road from Wexford to Gorey -	4,750 - -	- - -	- - -	600 - -	1 5 9
103	Ditto - - -	road from Gorey to Wexford -	1,500 - -	- - -	- - -	850 - -	13 19 6
104	Commissioners of Bandon.	for lighting the town with gas -	2,800 - -	- - -	- - -	- - -	- - -
105	Wexford county - -	new road from Newtown Barry -	2,150 - -	- - -	- - -	800 - -	10 6 8
106	Ditto - - -	- - road from Cammolin to Tennaheely.	200 - -	- - -	- - -	100 - -	- 6 10
107	Kerry county - -	road from Kenmare to Glengariffe	1,100 - -	- - -	- - -	- - -	- - -
108	Limerick bridge Commissioners.	for further extension of quays -	5,000 - -	- - -	- - -	- - -	- - -
109	Robert Bowie, Clare county.	for an embankment on Shannon -	800 - -	- - -	- - -	- - -	- - -
110	Roscommon county -	- - road between Ballinasloe to Roscommon.	1,350 - -	- - -	- - -	- - -	- - -
111	Kilkenny county -	road from Innistiogue to Ross -	3,800 - -	- - -	- - -	- - -	- - -
112	Galway county - -	- - J. H. Lynch, for draining and improving his estate at Barna.	1,050 - -	- - -	- - -	500 - -	8 4 4
113	Boyne Navigation -	- - further improvement, from Currick-Dexter to Drogheda.	1,000 - -	- - -	- - -	700 - -	15 9 -
114	Donegal county - -	- - road from Letterkenny to Dunglow.	1,800 - -	- - -	- - -	900 - -	18 10 4
115	Ditto - - -	- - road from Letterkenny to Creeslough.	1,800 - -	- - -	- - -	600 - -	18 10 2
116	Drogheda Harbour Commissioners.	- - for further improvement of harbour.	3,000 - -	- - -	- - -	- - -	- - -

Printed image digitised by the University of Southampton Library Digitisation Unit

TOTAL.	REPAYMENTS. Principal.	REPAYMENTS. Interest.	BALANCES Outstanding 31 Dec. 1837. Principal.	BALANCES Outstanding 31 Dec. 1837. Interest.	Overpaid, to stand against further Issues.	No. of Loan.	OBSERVATIONS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
702 13 7	477 5 1	2 – 3	222 14 11	– 13 4	- -	87	Considerable progress has been made.
1,012 9 1	572 10 1	4 13 11	427 3 11	7 15 2	- -	88	Very nearly completed.
261 19 4	72 0 2	0 4 7	177 13 10	5 14 9	- -	89	-- In progress; some improvements understood to be in contemplation.
636 7 10	137 1 9	15 16 1	472 17 7	10 12 5	- -	90	Very nearly completed.
1,419 2 –	357 5 2	20 0 10	1,018 0 5	22 17 7	- -	91	Considerable progress has been made.
392 2 9	36 2 0	15 – 3	333 9 11	7 9 10	- -	92	Very nearly completed.
421 2 1	199 10 6	10 12 0	200 – 0	1 0 7	- -	93	Completed.
50 – –	06 14 0	- - -	- - -	- - -	10 14 9	94	-- This work has been much delayed. The contractor, however, has made some progress in the formation of the road, and a quantity of materials have been laid down for the bridge.
2,263 19 7	297 – 10	52 10 2	1,874 – 5	30 19 2	- -	96	Completed.
- - -	557 12 0	- - -	- - -	- - -	557 12 0	97	Road in a very forward state.
575 0 10	151 10 2	23 16 1	398 0 10	1 13 0	- -	98	In progress of execution.
- - -	546 5 10	- - -	- - -	- - -	546 5 10	99	-- Very nearly the whole of this line of road has been formed and levelled. The piers and abutments also of the large bridge at Glendan (intended to cross a valley) have been built to the height of 22 feet above the bed of the river.
- - -	- - -	- - -	- - -	- - -	- -	100	
34,701 3 8	- - -	- - -	33,700 – –	1,001 3 8	- -	101	-- The works were finished and the extension of the railway opened for public use early in last summer, and has since continued in successful and most satisfactory operation. The proximity of its terminus to the wharf, at which the steam-packets which ply to and from Holyhead and Liverpool, as well as many trading steamers, embark and land their passengers, is productive of very great public convenience.
601 5 0	700 16 11	1 5 9	- - -	- - -	196 10 11	102	In progress of execution.
863 19 6	247 9 1	2 0 11	602 10 11	11 9 7	- -	103	In a very forward state.
- - -	- - -	- - -	- - -	- - -	- -	104	-- This loan has not been followed up, in consequence of the law authorities being of opinion that the nature of the security was not admissible.
810 6 8	145 0 4	1 4 1	654 13 8	9 2 7	- -	105	In progress of execution.
100 6 10	13 0 –	- - -	86 14 –	– 0 10	- -	106	Nearly completed.
- - -	- - -	- - -	- - -	- - -	- -	107	-- This work is advancing towards completion; unexpected difficulty has, however, been encountered, from a part of the rock through which the tunnel passes having proved much harder and more connected than had been anticipated, from what had appeared on the surface.
- - -	- - -	- - -	- - -	- - -	- -	108	*See* No. 80.
- - -	- - -	- - -	- - -	- - -	- -	109	-- Considerable progress has been made in this work.
- - -	- - -	- - -	- - -	- - -	- -	110	In progress of execution.
- - -	286 8 6	- - -	- - -	- - -	286 8 0	111	- - Ditto.
508 4 4	- - -	- - -	500 – –	8 4 4	- -	112	-- The first process of surface drainage has been completed; the old roads have been repaired; and some progress has been made towards the formation of the new roads for the improvement of this property. The operations have been carried on successfully, and when completed an important and encouraging example will have been afforded.
715 9 –	- - -	- - -	700 – –	15 0 –	- -	113	-- Further works of improvement have been executed in the last season.
918 10 4	136 3 7	- - -	763 10 5	18 10 4	- -	114	In progress of execution.
918 10 2	136 12 8	- - -	763 7 4	18 10 2	- -	115	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	116	-- Further improvements to the harbour in course of execution, with aid of this loan.

(*continued*)

Printed image digitised by the University of Southampton Library Digitisation Unit

No. of Loan.	NAME OF PARTY.	PURPOSE OF LOAN.	Original Amount of Loan Sanctioned.	BALANCES Outstanding on 31 Dec. 1836. Principal.	BALANCES Outstanding on 31 Dec. 1836. Interest.	Amount of Exchequer Bills issued in the Year.	Interest accrued in the Year.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
117	Kerry county	-- Caliireiveen and Ballinskelligs road.	1,050 – –	- - -	- - -	- - -	- - -
118	Ditto	-- road between Waterville and Ballycarnahan.	4,300 – –	- - -	- - -	- - -	- - -
119	Galway county	to improve the Clifden roads.	850 – –	- - -	- - -	- - -	- - -
120	Kerry county	-- new road from Tralee to Ballinskelligs.	2,200 – –	- - -	- - -	- - -	- - -
121	Galway county	road, Loughrea to Portumna	400 – –	- - -	- - -	- - -	- - -
122	Ditto	road, Gort to Tulla	750 – –	- - -	- - -	- - -	- - -
123	Clare county	-- road, Gort towards Tulla, co. Clare.	500 – –	- - -	- - -	- - -	- - -
124	Tralee Harbour Commissioners.	-- half estimate for projected improvements.	4,569 10 6	- - -	- - -	- - -	- - -
125	Galway county	road from Woodford to Loughrea	700 – –	- - -	- - -	- - -	- - -
126	Galway Docks Commissioners.	-- second loan in further aid of works.	4,000 – –	- - -	- - -	- - -	- - -
127	Kerry county	-- Sugrancy cross and Cappany cross-roads.	1,050 – –	- - -	- - -	- - -	- - -
128	Roscommon county	-- Castlerea and Roscommon road repairs.	1,600 – –	- - -	- - -	- - -	- - -
129	Wexford county	-- road from Ballyanne to New Ross.	200 – –	- - -	- - -	- - -	- - -
130	Kilkenny county	-- road from Ballycastle to Rosbercon.	900 – –	- - -	- - -	300 – –	1 15 4
131	Wexford county	-- Carrigbridge road to M. Beatty's gate.	2,500 – –	- - -	- - -	200 – –	– 13 8
132	Ditto	-- Cornwall road to Mr. Booker's gate in Killerin.	850 – –	- - -	- - -	- - -	- - -
133	Ditto	Barrow and Enniscorthy road	2,000 – –	- - -	- - -	- - -	- - -
134	Donegal county	-- road from Raphoe to St. Johnstown.	2,950 – –	- - -	- - -	- - -	- - -
135	Kilkenny county	-- several roads in the Liberties of Callan.	700 – –	- - -	- - -	300 – –	2 14 3
136	Kerry county	road from Tralee to Castlemaine	1,500 – –	- - -	- - -	- - -	- - -
137	Leitrim county	-- road, Keshcarrigan to Newtowngore.	350 – –	- - -	- - -	- - -	- - -
138	Cavan county	road, Cavan to Coote-hill	1,700 – –	- - -	- - -	- - -	- - -
139	Galway county	-- Culfin road, between Galway and Westport.	550 – –	- - -	- - -	- - -	- - -
140	Cavan county	Cavan and Mullagh road	2,050 – –	- - -	- - -	- - -	- - -
141	Cork county	Kenmare road, 2d loan	500 – –	- - -	- - -	- - -	- - -
142	Rev. T. Matthew	for Roman-catholic chapel, Cork	1,000 – –	- - -	- - -	- - -	- - -
143	Coleraine and Antrim	road trustees	1,500 – –	- - -	- - -	- - -	- - -
144	Antrim county	Ballymoney Courthouse	1,100 – –	- - -	- - -	- - -	- - -
145	Galway county	Portumna Bridge	4,050 – –	- - -	- - -	- - -	- - -
146	Tipperary county	Portumna new Bridge	2,600 – –	- - -	- - -	- - -	- - -
147	Clare county	Ditto - - ditto	1,550 – –	- - -	- - -	- - -	- - -
148	Donegal county	-- part of New line Castlederig to Donegal.	400 – –	- - -	- - -	- - -	- - -
				337,311 12 10	- - -	- - -	- - -
				1,425 19 2	- - -	- - -	- - -
			631,928 15 –	335,885 13 8	8,600 4 10	96,650 – –	16,021 4 8
		Deduct amount of Loan, No. 100, not acted upon, the sanction to the grant having been refused	4,250 – –				
		Leaves net amount, Loans sanctioned up to 31 December 1837 £.	627,678 15 –				

Printed image digitised by the University of Southampton Library Digitisation Unit

TOTAL.	REPAYMENTS. Principal.	REPAYMENTS. Interest.	BALANCES Outstanding 31 Dec. 1837. Principal.	BALANCES Outstanding 31 Dec. 1837. Interest.	Overpaid, to stand against further Issues.	No. of Loan.	OBSERVATIONS.
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
- - -	- - -	- - -	- - -	- - -	- -	117	In progress of execution.
- - -	- - -	- - -	- - -	- - -	- -	118	- - - Ditto.
- - -	171 8 6	- - -	- - -	- - -	171 8 6	119	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	120	- - - Ditto.
- - -	50 - -	- - -	- - -	- - -	50 - -	121	Not yet commenced.
- - -	158 3 4	- - -	- - -	- - -	158 3 4	122	- - - Ditto.
- - -	133 1 9	- - -	- - -	- - -	133 1 9	123	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	124	- - - The conditions necessary to give effect to this loan not yet fulfilled.
- - -	173 19 1	- - -	- - -	- - -	173 19 1	125	Not yet commenced.
- - -	- - -	- - -	- - -	- - -	- -	126	*See* former loan, No. 20.
- - -	- - -	- - -	- - -	- - -	- -	127	Not yet commenced.
- - -	- - -	- - -	- - -	- - -	- -	128	- - this work is well advanced, and has already been productive of great advantage to the country by facilitating the communication between the interior of the co. Roscommon and the Royal Canal. Not many months ago, one single horse-car could not get sufficient employment, whilst at present two double horse-cars are in active employment.
- - -	- - -	- - -	- - -	- - -	- -	129	*See* Loan 56.
301 15 4	- - -	- - -	300 - -	1 15 4	- -	130	In a very forward state.
200 13 8	- - -	- - -	200 - -	- 13 8	- -	131	In progress of execution.
- - -	- - -	- - -	- - -	- - -	- -	132	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	133	Not yet commenced.
- - -	- - -	- - -	- - -	- - -	- -	134	In progress of execution.
302 14 3	- - -	- - -	300 - -	2 14 3	- -	135	Completed.
- - -	- - -	- - -	- - -	- - -	- -	136	Not yet commenced.
- - -	- - -	- - -	- - -	- - -	- -	137	No advance has been made or applied for as yet.
- - -	- - -	- - -	- - -	- - -	- -	138	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	139	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	140	In progress of execution.
- - -	- - -	- - -	- - -	- - -	- -	141	*See* Loan 107.
- - -	- - -	- - -	- - -	- - -	- -	142	No advance made or applied for as yet.
- - -	- - -	- - -	- - -	- - -	- -	143	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	144	- - - Ditto.
- - -	- - -	- - -	- - -	- - -	- -	145	- - The proportions to be contributed by these counties respectively, in pursuance of the provisions of the 4th & 5th Will. 4, c. 61.
- - -	- - -	- - -	- - -	- - -	- -	146	
- - -	- - -	- - -	- - -	- - -	- -	147	
- - -	- - -	- - -	- - -	- - -	- -	148	No advance made or applied for as yet.
- - -	- - -	- - -	395,652 17 3	—	—		
- - -	- - -	- - -	3,015 16 5	—	—		
457,157 3 2	39,898 9 5	13,095 15 7	392,637 - 10	11,525 17 4	3,015 16 5		

Henry R. Paine,
Secretary.

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 3.—THE ACCOUNT of the Commissioners of Public Works, *Ireland*, of all Sums issued or entrusted to them under the Provisions of the Act 1 & 2 Will. 4, c. 33, for Grants, for One Year, ended 31 December 1837.

RECEIPT:

	£. s. d.	£. s. d.	£. s. d.
To Balance of last Account			6,335 12 9
No. 2.—Loughgraney Road:			
Received from Treasurer (county Clare)		351 12 1	
No. 3.—Derrybrien Road		nil.	
No. 4.—Garrykennedy Road and Pier		nil.	
No. 5.—Castlerea Road (by Ballygar):			
Received from Treasurer (county Galway)		24 3 10	
No. 6.—Larne to Ballycastle:	£. s. d.		
Received from Treasurer (county Antrim)	89 5 –		
— sale of house materials	100 – –		
— ditto Balance	10 17 11		
		200 2 11	
No. 7.—Loughrea to Derrybrien		nil.	
No. 9.—Liscannor Bridge		nil.	
No. 10.—Kenmare Road (county Cork)		nil.	
No. 11.—Kenmare Road (county Kerry)		nil.	
No. 14.—Portumna Road		nil.	
No. 15.—Centinaveena to Dromahair Road		nil.	
No. 16.—Killaloe and Tomgrany Road		nil.	
No. 17.—Malin's Road		nil.	
No. 18.—Donegal and Pettigoe Road		nil.	
No. 19.—Tulla and Loughgraney Road:			
Received from Treasurer county Clare		904 2 5	
No. 21.—Killarney and Sneem Road:			
Received from Treasury		1,975 – –	
No. 22.—Thurles and Limerick		nil.	
No. 23.—Listowel and Lisselton Road:			
Received from Treasury		468 10 –	
No. 24.—Kenmare Bridge:			
Received from Treasury		2,500 – –	
No. 25.—Lord Clonbrock:			
Received from Treasury		400 – –	
No. 26.—Barna Pier:			
Received from Treasury		500 – –	
No. 27.—Larne Road:			
Received from the Treasury		3,641 19 7	
No. 30.—Tulla and Limerick Road:			
Received from Treasury		1,354 5 2	
No. 31.—Cahirciveen Road:			
Received from the Treasury		500 – –	
No. 32.—Kenmare Road:			
Received from the Treasury		2,200 – –	
No. 33.—Clifden Road to Galway and Westport:			
Received from the Treasury		400 – –	
No. 34.—Tralee and Kiltorglan Road:			
Received from the Treasury		1,100 – –	
No. 35.—Letterkenny Road to Dungloe:			
Received from the Treasurer of County	908 17 5		
— Treasury	1,000 – –		
		1,908 17 5	
No. 36.—Letterkenny to Creeslough:			
Received from Treasury	1,000 – –		
— Treasurer of County	908 17 5		
		1,908 17 5	
No. 37.—Lougbrea Road to Marble Hill:			
Received from the Treasury		400 – –	
No. 38.—Tulla to Gort (county Clare):			
Received from the Treasury		600 – –	
No. 39.—Tulla to Gort (county Galway):			
Received from the Treasury		350 – –	
			21,687 10 10
		£.	28,023 3 7

Pnnted image digitised by the University of Southampton Library Digitisation Unit

EXPENDITURE:

By expenditure in labour, contracts, &c., in carrying into execution works of certain grants, as per contra:

	£.	s.	d.	£.	s.	d.
No. 2. Loughgraney Road: Works executed under contract, including superintendence	45	13	2			
No. 3. Derrybrien Road: Works under contract and superintendence	20	10	11			
No. 4. Garrykennedy Road and Pier: Works under contract and superintendence	215	8	11			
No. 5. Castlerea Road (by Ballygar)	nil.					
No. 6. Larne and Ballycastle Road: Labour and superintendence	809	3	9			
No. 7. Loughrea to Derrybrien Road: Works under contract and superintendence	471	9	–			
No. 9. Liscannor Bridge: Works under contract and superintendence	144	14	6			
No. 10. Kenmare Road; Labour and superintendence	96	–	6			
No. 11. Kenmare Road; Labour and superintendence	481	16	11			
No. 14. Portumna Road: E. Russell, superintendence	49	10	–			
No. 15. Centinaveena Road: Works under contract and superintendence	186	7	6			
No. 16. Killaloe and Tomgrany Road: Labour and Superintendence	344	–	9			
No. 17. Malin's Road: Allowance and travelling expenses	45	13	2			
No. 18. Donegal and Pettigoe Road: Works under contract and superintendence	1,230	15	–			
No. 19. Tulla and Loughgrancy Road: Labour, materials, and superintendence	550	2	3			
No. 21. Killarney and Sneem Road: Works under contract	960	6	4			
No. 22. Thurles and Limerick	nil.					
No. 23. Listowel and Lisselton Road: Works under contract	853	7	8			
No. 24. Kenmare Bridge: Labour, &c.	62	5	7			
No. 25. Lord Clonbrock	nil.					
No. 26. Barna Pier	nil.					
No. 27. Larne Road	nil.					
No. 30. Tulla and Limerick Road: Works under contract and superintendence	1,264	7	–			
No. 31. Cahirciveen Road: Henry Stokes, for advertisement	4	1	1			
No. 32. Kenmare Road: Henry Stokes, for advertisement	4	1	2			
No. 33. Clifden Road (county Galway): Labour, &c.	202	14	10			
No. 34. Tralee Road (county Kerry): Henry Stokes, for advertisements	4	1	2			
No. 35. Letterkenny Road (county Donegal): Labour and superintendence	1,089	15	2			
No. 36. Letterkenny to Creeslough: Labour and superintendence	1,557	3	3			
No. 37. Loughrea Road (county Galway)	nil.					
No. 38. Tulla to Gort	nil.					
No. 39. Tulla to Gort	nil.					
				10,693	9	7
Balance to next account				17,329	14	–
			£.	28,023	3	7

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 4.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, of all Sums issued or entrusted to them, for SALARIES and INCIDENTS of OFFICE, for One Year ended 31 December 1837.

RECEIPT:

	£. s. d.	£. s. d.	£. s. d.
To Balance of last Account	- - -	2,892 1 6	
Received from the Treasury, on Requisition	2,000 - -		
Received in repayment of Advances to Engineers and others	18 18 -		
Incidents repaid	2 14 -		
Received from N. D. Crommelin	330 - -		
		2,351 12 -	
			5,243 13 6
Deposits:			
Balance of last Account		598 6 8	
Received from Parties making Applications for Loans and Grants towards Expenses		560 15 9	
			1,159 2 5
		£.	6,402 15 11

EXPENDITURE:

		£. s. d.	£. s. d.	£. s. d.
By salaries of the Establishment, actual payments		2,732 5 6		
Allowances to persons not on the Establishment		276 15 8		
Postage		326 7 6		
Incidents, including Taxes, Coals, Parcels, Books, &c.		316 16 11		
Law Expenses		218 10 1		
			3,870 15 8	
Travelling Expenses, Inspections, &c.	116 7 2			
Ditto, ditto, 1st Victoria	100 4 6	216 11 8		
Insurance, life of N. D. Crommelin (provided for)		330 - -		
Advances to Engineers (to be repaid)		19 12 6		
			566 4 2	
			4,436 19 10	
Balance to next account			806 13 8	
				5,243 13 6
Deposits paid to Engineers and others for services arising out of applications for Loans and Grants			379 8 3	
Balance			779 14 2	
				1,159 2 5
			£.	6,402 15 11

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 5.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, of all Sums issued or entrusted to them, for INLAND NAVIGATION, for One Year, ended 31 December 1837.

RECEIPT:

	£. s. d.	£. s. d.
Received by Tolls collected on Navigation; viz.		
Lower Boyne - - - - - - - - -	£. 775 17 1	
Upper Shannon - - - - - - - - -	88 6 5	
Tyrone - - - - - - - - - -	117 9 3	
Maig - - - - - - - - - -	33 2 3	
		1,014 15 –
Received further, on Account of Loan:		
By Exchequer Bills, issued under 1 & 2 Will. 4, c. 33, viz. 700 *l.* - -		702 3 2
Received from the Treasury; viz.		
Amount Vote of 1836, now lodged - - - - -	940 – –	
Ditto 1837, ditto - - - - - -	571 10 –	
		1,511 10 –
	£.	3,228 8 2

EXPENDITURE:

	£. s. d.	£. s. d.	£. s. d.
By Balance due on last Account - - - - - - -		- - -	19 7 –
By Lower Boyne Navigation:			
Labour, materials, &c. in Repairs and Improvements - - - -	599 3 6		
Salaries and Allowances - - -	213 13 10		
		812 17 4	
Upper Shannon:			
Labour, materials, &c. - - -	292 7 6		
Salaries and Allowances - - -	276 1 11		
		568 9 5	
Tyrone and Magbery:			
Labour, materials, &c. - - -	327 16 3		
Salaries and Allowances - - -	146 19 –		
		474 15 3	
Maig River:			
Salary of Bridge-keeper, at Court - - - -		33 14 –	
Lough Derg:			
Contract care of Bunya and Beacons - - -		23 5 –	
Incidents - - - - - - - - - - -		39 7 –	
Repayment on two Instalments, Account Loans to Boyne - - - - - - - -	80 – –		
Interest paid, accrued on same - - -	52 – 8		
		132 – 8	
			2,084 8 8
			2,103 15 8
Balance - - - - - - - - - - - - - - -			1,124 12 6
		£.	3,228 8 2

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 6.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, for Sums issued under 1 Will. 4, c. 84, and former Acts, for the Improvement and Encouragement of IRISH FISHERIES, for One Year, ended 31 December 1837.

RECEIPT:

	£.	s.	d.
To Balance of last account, Piers Fund	8,281	13	1
Balance of last account, Loans Fund	2,737	5	2
	£. 11,018	18	3

EXPENDITURE:

	£.	s.	d.	£.	s.	d.	£.	s.	d.
By Piers, Building and Repairing; viz.									
Innisturk	145	15	–						
Greatman's Bay	170	–	–						
Cleggan	24	9	–						
£.	340	4	–						
Incidents	69	13	5						
Advances towards Expenses of Fishery Inquiry	1,238	1	11						
				1,647	19	4			
Balance to next Account				9,370	18	11			
							11,018	18	3

Jos. C. Walker, Accountant

No. 7.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, of all Sums issued or entrusted to them for Repairs and Maintenance of certain ROADS and BRIDGES, under the Provisions of the Act 6 Geo. 4, c. 101, for One Year, ended 31 December 1837.

RECEIPT:

	£.	s.	d.	£.	s.	d.
To Balance of last account				–	–	–	1,655	6	4
Received from the Treasury, on Requisition				10,000	–	–			
Received in Fines recovered for Nuisances in Counties respectively: viz.									
Cork	£. 2	17	9						
Kerry	1	18	9						
Limerick	–	4	–						
Tipperary	–	4	6						
				5	5	–			
							10,005	5	–
						£.	11,660	11	4

EXPENDITURE:

	£.	s.	d.	£.	s.	d.
By Counties, in Labour, Wages, and Materials, Superintendence, &c., viz.						
Clare	1,870	7	9			
Cork	1,177	1	7			
Galway	2,623	5	2			
Kerry	450	9	2			
Leitrim	22	11	2			
Limerick	387	4	6			
Mayo	2,305	–	11			
Roscommon	265	–	–			
Tipperary	677	16	4			
				9,778	16	5
Balance				1,881	14	11
			£.	11,660	11	4

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 8.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, for REPAIRS GRANT ROADS, under 1 & 2 Will. 4, c. 33, for One Year, ended 31 December 1837.

RECEIPT:

	£.	s.	d.
To Balance of last Account	696	18	2
Received from the Treasury under requisition	2,000	–	–
£.	2,696	18	2

EXPENDITURE:

By Counties, for Expenses, Repairs, Maintenance of Roads and portions of Roads, made under 1 & 2 Will. 4, c. 33.		£.	s.	d.	£.	s.	d.
Antrim, Road Larne to Ballycastle		431	12	6			
Clare	Bridge of Liscannor £. – 17 3	208	17	6			
	Loughgraney Road – 25 18 2						
	Tulla and Loughgraney Road – 99 – 4						
	Tomgraney and Killaloe Road – 83 1 9						
Cork, Kenmare Road (portion)		14	1	6			
Donegal, Mallins and Gurdore Road		247	12	4			
Fermanagh, Fivemiletown and Clones Road		122	17	11			
Galway	Ballygar Road – 93 18 8	288	6	5			
	Bunowen Road – 27 3 4						
	Portumna Road – 138 19 –						
	Loughrea Road – 28 5 5						
Kerry, Kenmare Road (portion)		38	1	2			
Leitrim, Centinaveena Road (portion)		23	15	–			
Tipperary, Glenstaal Road		40	3	7			
					1,415	7	11
Balance					1,281	10	3
				£.	2,696	18	2

Jos. C. Walker, Accountant.

No. 9.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, for Receipt and Expenditure, under 4 & 5 Will. 4, c. 91, and 6 & 7 Will. 4, c. 116, for Repairs of MAIL COACH ROADS, under Superintendence of County Surveyors respectively, for One Year, ended 31 December 1837.

RECEIPT:

		£.	s.	d.
To Balance from last Account		974	18	8
Received from Treasury, viz. 29 March	£. 2,000 – –			
1 July	2,000 – –			
1 August	4,000 – –			
26 October	2,000 – –			
1 November	2,000 – –			
		12,000	–	–
	£.	12,974	18	8

EXPENDITURE:

By Counties, viz.	£.	s.	d.	£.	s.	d.
Antrim	60	10	5			
Cork	474	7	1			
Carlow	414	4	6			
Donegal	759	16	8			
Down	745	16	9			
Dublin	1,739	18	6			
Fermanagh	151	5	3			
Kilkenny	917	2	6			
Kerry	45	17	2			
King's	92	12	4			
Londonderry	244	10	–			
Longford	84	17	6			
Limerick	432	9	1			
Mayo	496	6	6			
Meath	57	4	–			
Queen's	143	14	8			
Sligo	120	14	6			
Tyrone	1,622	–	3			
Tipperary	132	17	9			
Westmeath	196	16	–			
Wexford	141	19	7			
Waterford	420	7	–			
				9,495	8	–
Balance				3,479	10	8
			£.	12,974	18	8

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 10.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, of all Sums received or expended for Repairs and Maintenance of certain TURNPIKE ROADS under Contract, for One Year, ended 31 December 1837.

RECEIPT:

	£. s. d.	£. s. d.	£. s. d.
To Balance of last Account			1,167 10 8
Mullingar Road:			
Received three instalments of 447*l.* 15*s.* 7*d.*		1,343 6 9	
Navan Road:			
Received three instalments of 291 *l.*		873 – –	
Ashbourne Road:			
Received four instalments of 150*l.*	600 – –		
Also	50 – –		
		650 – –	
Belfast and Antrim Road:			
Received four instalments of 464 *l.* 11 *s.* 4 *d.*	1,858 5 4		
By Fines levied for damages	1 13 6		
		1,859 18 10	
Howth Road:			
Received 2½ yearly instalments of 200*l.*	400 – –		
Amount of City presentment, M. Mas.	27 8 4		
		427 8 4	
			5,153 13 11
		£.	6,321 4 7

EXPENDITURE:

	£. s. d.	£. s. d.	£. s. d.
By Mullingar Road:			
Labour, wages and materials	1,966 19 6		
Superintendence	141 4 2		
		2,108 3 8	
Navan Road:			
Labour, wages and materials	833 6 4		
Superintendence	58 11 –		
		891 17 4	
Ashbourne Road:			
Labour, wages and materials	567 12 2		
Superintendence	40 8 –		
		608 – 2	
Belfast and Antrim Road:			
Labour, wages and materials	1,898 1 4		
Superintendence	54 16 8		
		1,952 18 –	
Howth Road:			
Labour, wages and materials	534 19 –		
Superintendence	28 18 –		
		563 17 –	
			6,124 16 2
Balance to next Account			196 8 5
		£.	6,321 4 7

Jos. C. Walker, Accountant.

No. 11.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, for Receipt and Expenditure on Account of Parliamentary Grant for WESTERN DISTRICT (Counties Mayo and Galway), for One Year, ended 31 December 1837.

RECEIPT:

	£. s. d.	£. s. d.
To Balance of last Account		371 11 5
Received for sale of tools	2 19 4	
Ditto from the Treasury	820 – –	
		822 19 4
	£.	1,194 10 9

EXPENDITURE:

	£. s. d.	£. s. d.
By Galway County:		
Works executed in completing roads, &c., superintendence included	417 – –	
Mayo County:		
Works executed in completing roads, &c, superintendence included	472 12 8	
		889 12 8
Balance to next Account		304 18 1
	£.	1,194 10 9

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 12.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, of all Sums issued or entrusted to them, for PHŒNIX PARK and DUBLIN BUILDINGS, from 1 January to 31 December 1837.

RECEIPT:

	£. s. d.	£. s. d.	£. s. d.
To Balance of last account	- - -	- - -	4,816 16 10
Received from the Tressury	24,800 - -		
Received from Mrs. Dawson, rent of premises, Castle-street, 1 year	21 15 -		
		24,821 15 -	
Improvement of Four Courts; viz.			
Interest on stock, half-year - 245 - -			
Ditto - - ditto - 245 - -			
	490 - -		
£.4,000. stock sold	4,003 2 10		
		4,493 2 10	
			29,314 17 10
		£.	34,131 14 8

EXPENDITURE:

	£. s. d.	£. s. d.	£. s. d.
By repairs to buildings, furniture, &c.; viz.			
Phœnix Park, vice-regal, and other lodges	3,169 4 11		
Dublin Castle	5,804 4 8		
Four Courts	1,948 6 4		
Custom House	391 - 8		
Record Buildings	191 - 9		
Marshalsea	251 8 2		
Insolvent Court	413 11 9		
Richmond Penitentiary	19 2 10		
Police Barracks (Kevin-street)	35 16 11		
Late Inland Navigation Office (11, Merrion-st.)	115 11 6		
Quartermaster-General's Office	7 7 1		
Irishtown Church	10 5 2		
Constabulary Office (Dublin Castle)	1,244 18 9		
New Police Department (Lower Castle-yard)	2,587 5 8		
Incidents	61 12 8		
Lodging allowances	46 3 -		
		16,297 - 10	
Improvement of Four Courts; viz.			
Purchase of houses and premises	1,514 15 4		
Law expenses	191 4 -		
Incidents	319 10 5		
Contractors, new buildings in progress	3,852 3 6		
		5,877 13 3	
			22,174 14 1
Balance			11,957 - 7
		£.	34,131 14 8

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 13.—THE ACCOUNT of the Commissioners of Public Works, *Ireland*, as Commissioners of Kingstown Harbour, for One Year, from 1 January to 31 December 1837.

RECEIPT:

		£. s. d.	£. s. d.	£. s. d.
To balance of last account		- - -	- - -	2,711 - 9
Received from Treasury; viz.:				
23 March		7,000 - -		
1 July		8,000 - -		
5 August		1,000 - -		
29 December		2,000 - -		
			18,000 - -	
Received for old materials, &c.		- - -	452 10 -	
Harbour dues	£.322 12 11			
Ballast	335 7 2			
Water supplied	25 12 9			
Tolls	92 10 -			
Licences	1 7 6			
Penalties	15 12 6			
Use of slings and horse-box	2 12 6			
		- - -	795 15 4	
Received from railway company payment, their purchase of late police station			600 - -	
				19,848 5 4
			£.	22,559 6 1

EXPENDITURE:

	£. s. d.	£. s. d.	£. s. d.
By stone materials, under contract, labour included	- - -	7,563 15 10	
Broken stone supplied for roads	- - -	156 16 1	
Boatmen, watchmen, &c.	- - -	576 9 4	
Salaries of engineer and overseer, &c.	- - -	742 8 -	
Rent, taxes, &c.	- - -	237 3 6	
Lighthouse (by contract)	- - -	125 - -	
Materials for use of railroad	- - -	16 6 8	
Incidents (including labour)	- - -	844 1 10	
Law expenses	- - -	820 12 4	
Stores	- - -	53 1 11	
Materials in store	- - -	79 19 8	
Ballast supplied under contract	- - -	210 14 10	
Purchase of land, G. Smith, consideration for Glastool Quarry	1,072 10 -		
Paymaster-general of Ordnance for the interest of that department in Old Battery	1,700 - -		
		2,772 10 -	
			14,199 - -
Balance			8,360 6 1
		£.	22,559 6 1

Jos. C. Walker, Accountant.

No. 14.—THE ACCOUNT of the Commissioners of Public Works, *Ireland*, for Dunmora Harbour, from 1 January to 31 December 1837.

RECEIPT:

		£. s. d.
To balance of last account		4,706 14 5
Received from Treasury, balance of vote 1835	£. 527 - -	
— Tolls, harbour dues ending 31 December	16 6 1	
		543 6 1
	£.	5,250 - 6

EXPENDITURE:

		£. s. d.
By stone materials, under contract, labour included	£. 1,181 15 2	
Salaries and allowances	241 16 -	
Incidents	11 8 7	
Travelling expenses	7 15 6	
		1442 15 3
Balance		3,807 5 3
	£.	5,250 - 6

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

No. 15.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, as Commissioners of HOWTH HARBOUR, for One Year, ended 31 December 1837.

RECEIPT:

	£.	s.	d.
To balance of last account	1,103	18	4
Rents of tenements paid	2	15	5
£.	1,106	13	9

EXPENDITURE:

	£.	s.	d.	£.	s.	d.
By labour, watchmen, &c.	190	3	10			
Buildings	233	17	9			
Stores	1	13	4			
Incidents	82	8	4			
Salaries (paid)	20	–	–			
				528	3	3
Balance				578	10	6
£.				1,106	13	9

Jos. C. Walker, Accountant.

No. 16.—THE ACCOUNT of the COMMISSIONERS of PUBLIC WORKS, *Ireland*, as Commissioners of LUNATIC ASYLUMS, from 1 January to 31 December 1837.

RECEIPT:

	£.	s.	d.
To Balance of last account	4,236	6	9
Received from Treasury, on requisition to the Lord Lieutenant in Council; viz. December 29	436	9	10
£.	4,672	16	7

EXPENDITURE:

	£.	s.	d.	£.	s.	d.	£.	s.	d.
By Limerick District Asylum; viz.									
Buildings	529	7	9						
Superintendence, J. Walker	20	–	–						
Incidents	2	9	–						
Law costs	13	1	1						
				564	17	10			
By Belfast District Asylum; viz.									
Buildings	744	18	–						
Law costs	21	3	1						
				766	1	1			
By Richmond Asylum; viz.									
Buildings	1,971	4	7						
Incidents	25	8	6						
Law costs	211	4	10						
				2,207	17	11			
By Waterford Asylum; viz.									
Law costs				–	9	2			
							3,539	6	–
Balance							1,133	10	7
£.							4,672	16	7

Office of Public Works, Dublin, 26 March 1838.

Jos. C. Walker, Accountant.

Printed image digitised by the University of Southampton Library Digitisation Unit

Printed image digitised by the University of Southampton Library Digitisation Unit

MAP
OF
TYRAWLY AND ERRIS
IN
the County of Mayo
reduced from W. Bald's Map

by Henry Brett, County Surveyor 1st 1848

Note. The double lines ——— denote the several lines of Roads made by Owen Grant and now in charge of the Board of Public Works.

The dotted lines - - - - denote the several Roads which were applied for under the 1st Victoria Chap. 24

The straight black lines ——— shew the several lines of Roads made by the Crown by which may be travelled by car.

The dotted lines - - - - denote the several lines of Roads which would be very useful if improved by the Owners of Tyrawly and Erris and in bringing the waste lands into cultivation.

Scale of miles

Barony of Tyrawly

Barony of Erris

Barony of Carra

Barony of Gallen

Half Barony of Erris

Ballycroy

Burrishoole

Barony of Kilmaine

Ballina

Castlebar

Ordnance Survey Office, Dublin